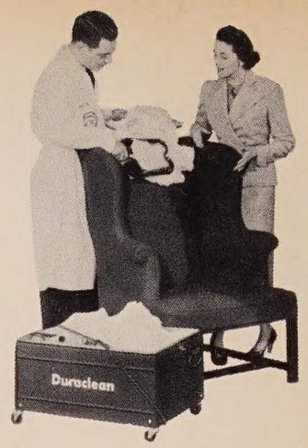
RAILROAD MAGAZINE

MAY, 1966 50¢

Fantrip on the Sierra Railroad, typical of the many steam-operated shortlines listed and described by Frank P. Donovan in this issue.

PUT STEAM IN YOUR VACATION

Would You Like to Take in $140 after Supper?



This is exactly what L. Burnett did while still employed. Here are his own words:

> *"I worked at my Duraclean business part time until I saw that I could make as much in a week as my job paid for a whole month. One night, after supper, I took in $140. Since going full time, I've had single jobs running $300 and more."*

Mr. Burnett and one helper serviced this $140 "after-supper" job. The national price guide provides a Duraclean dealer a gross profit of $6 per hour on EACH serviceman plus $9 per hour on any service he himself renders. Your income is limited only by the number of servicemen you employ.

To own a business is much easier than you think. We show you how . . . step by step. The 24 page fully illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a *clear net profit* to you.

Start while Continuing Present Job

We furnish all the equipment...and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location.

Start Small, Grow Big...in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Your Services Are Endorsed by

McCall's Magazine, Parents, American Research & Testing Laboratories . . . and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Langdon Lawson: National advertising is tops, creates leads. In September, working alone, jobs totaled $1,475.

R. C. Blue: Customer called a prominent competitor. They said they could not clean her badly soiled furniture . . . to contact me, "if anyone could get it clean, I could."

Charles Randal: Business keeps growing. Made as much as $120 in one day.

D. Kern: Duraclean's proven-best process and the continuous help from headquarters gave me a big jump on all competition.

George Byers: For University, my total billing was $2,416. Total expenses $814.

Gerald Weihrauch: Three persons called me . . . saw Duraclean advertised in magazines.

Edward Hoy: A smoke damage insurance claim bill was $186. All work was done by me in exactly 8 hours and 2 minutes.

John Hoak: I've never worked at anything I enjoyed more than Duraclean.

W. C. Smith: Earned $650 one week. Volume keeps getting bigger.

Service man for dealer **C. Weed:** Furniture was filthy black. When through, I was amazed how clean.

John E. Frost: First 2 months I grossed $1,000 part-time.

Loren Farris: I'm proud to be independent at 30. I wish I had known about Duraclean earlier.

Earl Davis: Our sales increased $17,660 this year.

Ed. Kramsky: In 2 years, I now have two assistants, a nice home and real security for my family.

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

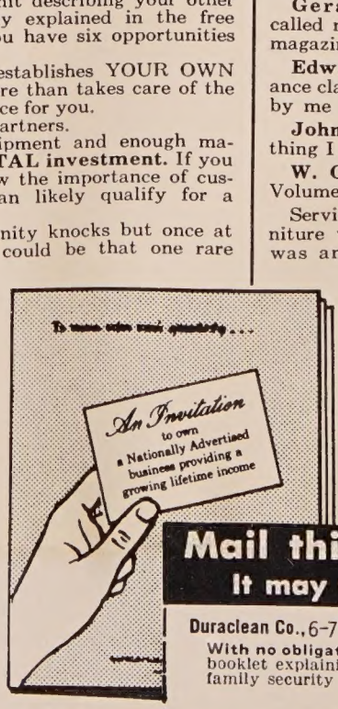
FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken tomorrow . . . **so mail coupon today.**

Find Out with NO OBLIGATION



Mail this coupon TODAY

It may put you in business

Duraclean Co., 6-705 Duraclean Bldg., Deerfield, Ill. 60015

With no obligation, mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ State_____ Zip_____

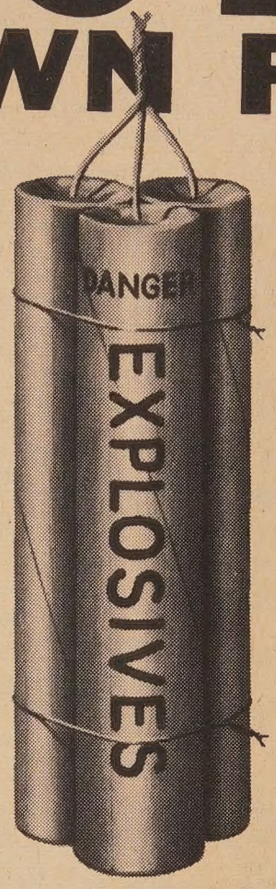
SABOTAGE YOUR OWN FUTURE?

You may be wrecking your chances to get ahead and not even know it! Here's why:

Time was when all a man needed to succeed was his own pluck and initiative. Everything else he could pick up "on the job."

But times change. Sure, you still need these traits today; don't let anyone kid you. But you also need more than just on-the-job experience. These days, it takes specialized training to qualify for good jobs and high pay. Failure to recognize this fact is nothing short of "sabotage"—of your own future!

How, then, can you get this training? The answer is easy as I.C.S. More than



7,000,000 ambitious men and women have enrolled with International Correspondence Schools. Men like Gerry Tuttle, Corning, N.Y., whose salary has tripled since enrolling with I.C.S. Or Clayt Williams, Telford, Pa., who was stuck 16 years on the same job until spare-time study with I.C.S. won him two quick promotions in a row!

If you're interested enough in succeeding to make us prove what we say is true, you'll mark and mail this coupon now. And in return, you'll receive, free, three valuable, informative booklets—yours to keep. They'll show you what steps to take if you've been guilty of "sabotaging" your future!

Clip coupon here—and take your first big step to real success! **I.C.S., Scranton, Penna. 18515**

Accredited Member National Home Study Council

INTERNATIONAL CORRESPONDENCE SCHOOLS ICS

Dept. 1690, Scranton, Penna. 18515 (In Hawaii: P. O. Box 418, Honolulu. In Canada: I. C. S. Canadian, Ltd. In other countries: I. C. S. World, Ltd.)

Yes, I want to know about how I can get ahead through I. C. S. Rush me FREE Success Kit with 3 valuable booklets: "How to Succeed," opportunity booklet on the field I've checked below, actual sample I. C. S. lesson. (Special WICS booklets for women.) CONVENIENT PAYMENT PLAN.

ARCHITECTURE and BUILDING TRADES
- ☐ Air Conditioning Maint.
- ☐ Architecture
- ☐ Arch. Drawing & Design
- ☐ Building Contractor
- ☐ Carpenter-Builder
- ☐ Carpentry & Millwork
- ☐ Heating & Air Conditioning with Drawing
- ☐ House Planning, Interior Design
- ☐ Reading Arch. Blueprints
- ☐ Refrigeration, Air Conditioning

ART and DESIGN
- ☐ Commercial Art
- ☐ Interior Decorating
- ☐ Sign Painting & Design
- ☐ Sketching & Painting

AUTOMOTIVE
- ☐ Auto Mechanic-Technician
- ☐ Body Rebuilding, Refinishing
- ☐ Electrical Technician
- ☐ Engine Tune-Up
- ☐ Transmission Specialist

BUSINESS
- ☐ Accounting (Canadian)
- ☐ Advertising
- ☐ Business Administration
- ☐ Canadian Business Courses
- ☐ Cost Accounting
- ☐ Gen'l Accounting
- ☐ Industrial Psychology
- ☐ Managing a Small Store
- ☐ Practical Accounting
- ☐ Programming for Digital Computers
- ☐ Programming the 1401
- ☐ Public Accounting
- ☐ Purchasing Agent
- ☐ Real Estate Sales
- ☐ Retail Business Mgmt.
- ☐ Salesmanship
- ☐ Sales Management
- ☐ Traffic Management

CHEMICAL
- ☐ Analytical Chemistry
- ☐ Chem. Engineering
- ☐ Gen'l Chemistry
- ☐ Chem. Lab. Technician
- ☐ Plastics Technician

CIVIL ENGINEERING
- ☐ Civil Engineering
- ☐ Construction Eng'n'r'ng
- ☐ Highway Engineering
- ☐ Sewage Plant Op'r
- ☐ Structural Engineering
- ☐ Surveying & Mapping
- ☐ Water Works Operator

DRAFTING
- ☐ Architectural
- ☐ Drafting Technology
- ☐ Electrical and Electronic
- ☐ Mechanical
- ☐ Structural

ELECTRICAL
- ☐ Appliance Servicing
- ☐ Elec. Eng. Technician
- ☐ Ind. Elect. Technician
- ☐ Motor Repairman
- ☐ Practical Electrician
- ☐ Practical Lineman
- ☐ Reading Electrical Blueprints

ELECTRONICS
- ☐ Electronic Computers
- ☐ Electronics Fundamentals
- ☐ Electronics Technician
- ☐ General Electronics
- ☐ Industrial Electronics
- ☐ Practical Telephony

ENGINEERING (Professional)
- ☐ Chemical ☐ Civil
- ☐ Electrical ☐ Mechanical
- ☐ Math & Mechanics for Engineering

HIGH SCHOOL
- ☐ High School Business
- ☐ High School (Canadian)
- ☐ High School General
- ☐ High School Math
- ☐ High School Secretarial
- ☐ High School Vocational
- ☐ College Preparatory

LANGUAGES (Edited by Berlitz)
- ☐ French ☐ German
- ☐ Italian ☐ Spanish

MECHANICAL and SHOP
- ☐ Gas and Electric Welding
- ☐ Industrial Engineering
- ☐ Ind. Instrumentation
- ☐ Machine Design
- ☐ Machine Shop Practice
- ☐ Quality Control
- ☐ Reading Shop Prints
- ☐ Tool Design

SECRETARIAL
- ☐ Clerk-Typist
- ☐ Professional Secretary
- ☐ Shorthand
- ☐ Stenographic ☐ Typist

STEAM and DIESEL POWER
- ☐ Power Plant Eng'n'r'ng
- ☐ Steam Engineering

SUPERVISION
- ☐ Foremanship-Sup'rv'n
- ☐ Personnel-Lab. Rel'ns

TV-RADIO
- ☐ Radio & TV Servicing
- ☐ Radiotelephone License

MISCELLANEOUS
- ☐ Textile
- ☐ Other (Please specify)

Name _____ Age _____
(Please indicate whether Mr., Miss or Mrs.)

Address _____

City _____ State _____ Zip Code _____

Occupation _____ Employed by _____

☐ I am a member of U. S. Armed Forces. Send me facts about special low rates.

Working Hours _____ A.M. to _____ P.M.

Special Training Programs for Industry

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 79, NO.1 MAY, 1966 50 CENTS

FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ARTHUR T. KNOWLES
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

H. L. KELSO
Contributing Editor

ILLUSTRATED FEATURES

Lucius Beebe: Dec. 9, 1902-Feb. 4, 1966 17
Put Steam in Your Vacation ..... Frank P. Donovan 20
Interesting Railfans No. 41: Bill Viekman 30
Canadian Pacific Locomotives (July 1, 1929) 40
Shortlines of Pennsylvania ..... Sy Reich 48

FICTION

The Engine Wiper ..... Frank L. Packard 36

SHORT HAULS

Minor Steam Repairs ..... F. C. Reppard 42
Casey Jones Memories ..... John E. Martin 63
The 4-10-2 Type ..... Bert Pennypacker 63

DEPARTMENTS

The Mail Car 6
Information Booth 33
Along the Iron Pike 44
Books of the Rails 45
Coming Events 52
The Hobby Club 54
Transit Topics 60
The Switch List 63

Steam power still dominates the East Broad Top Railroad. We see engine 11 approaching the depot at Orbisonia, Pa., where eager crowd is waiting.

Photograph by J. J. Kelly

HENRY STEEGER, *Publisher*
THOMAS HARRAGAN, *Associate Publisher*
EARL UMPENHOUR, *Production Manager*
IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

ADV. REPRESENTATIVES
Robert Stark Associates, 40 East 50th St., New York, N. Y.
Harley L. Ward, Inc., 360 North Michigan Ave., Chicago, Ill.
Townsend Millsap & Co., 110 Sutter St., San Francisco, Calif.
Townsend Millsap & Co., 3959 West 6th St., Los Angeles 5, Calif.

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1966, by Popular Publications, Inc. This issue is published simultaneously in the Dominion of Canada. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy, 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U. S. Patent Office. Address all correspondence to Railroad Magazine, 205 East 42nd Street, New York, N.Y. 10017. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado

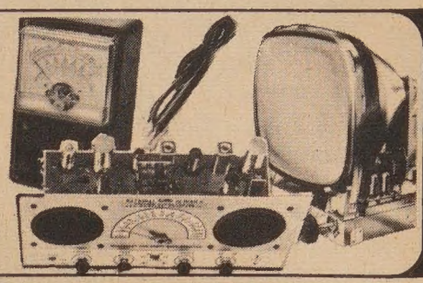
Move Up Faster — Make More Money With N.T.S. "PROJECT METHOD" HOME TRAINING

Looking for your first real job in industry? Are you stalemated in a dead-end job? Or, are you being left behind because you're not up on new industry methods? Don't let technical progress — automation — pass you up. There's an N.T.S. Project Method training program to help you MOVE UP FASTER and MAKE MORE MONEY!

N.T.S., a leading technical school for more than 60 years, **shop-tests every lesson and manual.** Easy-to-follow lessons are fully illustrated so you can learn **fast.** Look over the big opportunity home study courses below. Choose your field! Check the coupon and mail it today! You'll soon be on your way to a high-paying new career!

ELECTRONICS DIVISION

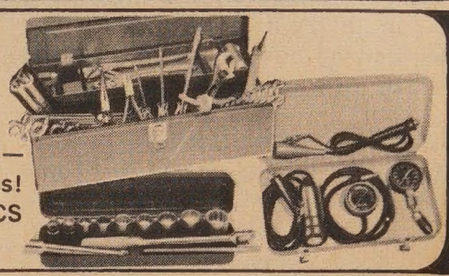
1. Electronics-TV-Radio Servicing and Communications
2. Master Course in Electronics-TV-Radio Advanced TV and Industrial Electronics
3. FCC License Course
4. Radio Servicing (AM-FM-Transistors)
5. Television Servicing (Including Color)
6. Stereo, Hi-Fi and Sound Systems
7. Basic Electronics
8. Electronics Math



Train yourself quickly for America's "big future" industry! BIG EQUIPMENT KITS come with many of the electronics courses — at NO EXTRA COST! NO KIT DEPOSITS REQUIRED — equipment is included with your tuition.

AUTO-MECHANICS DIVISION

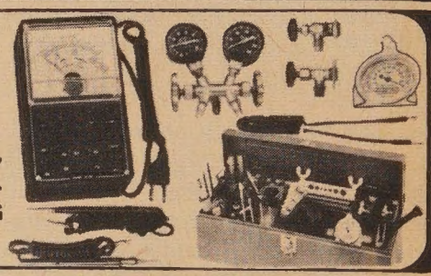
1. Automotive-Diesel Master Course
2. Automotive Mechanics
3. Diesel Mechanics
4. Engine Tune-up and Electricity



Eighty million cars and trucks need maintenance! Here's opportunity for you—in manufacturing, in sales and service — in your own auto repair business! VALUABLE TOOLS AND EQUIPMENT COME WITH ALL N.T.S. AUTO-MECHANICS COURSES! NO KIT DEPOSITS REQUIRED — NO EXTRA COST!

AIR CONDITIONING — REFRIGERATION DIVISION

1. Air Conditioning-Refrigeration Servicing Course
2. Air Conditioning, Refrigeration & Electrical Appliances Master Course



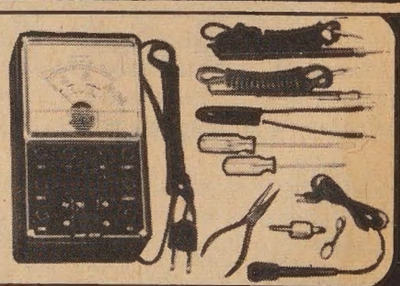
Good income in installation & servicing homes, factories, schools, hotels & motels, office buildings, stores, cars, trains, buses and in servicing electrical appliances. The trained man in these fields is in demand! BOTH COURSES COME WITH BIG EQUIPMENT KITS AT NO EXTRA CHARGE. NO KIT DEPOSITS REQUIRED.

HIGH SCHOOL AT HOME

National offers accredited high school programs. Take only subjects you need. Study at your own pace. Everything included at one low tuition. Check special High School box in coupon for full information and FREE catalog.

HOME APPLIANCES DIVISION

1. **Home Appliances Master Technician's Course.** Prepares you quickly for a business of your own in all phases of major and small appliance work.
2. **Home Appliances Servicing Course.** Prepares you for a part or full time job. Earn while you learn.



NO KIT DEPOSITS REQUIRED

Classroom Training at Los Angeles.

You can take classroom training at Los Angeles in Sunny Southern California. N. T. S. is the oldest and largest school of its kind. Check Resident School box in coupon for details.

SEND FOR FREE BOOK & SAMPLE LESSON

CHECK ONE ONLY

NATIONAL TECHNICAL SCHOOLS

WORLD-WIDE TRAINING SINCE 1905

4000 S. Figueroa Street, Los Angeles, Calif. 90037

YOU ENROLL BY MAIL UNDER N.T.S. "NO OBLIGATION PLAN." WE HAVE NO SALESMEN; THIS MEANS LOWER TUITION FOR YOU.

Accredited Member National Home Study Council

NATIONAL TECHNICAL SCHOOLS

WORLD-WIDE TRAINING SINCE 1905

NATIONAL TECHNICAL SCHOOLS, DEPT. 209-56
4000 S. Figueroa St., Los Angeles, Calif. 90037

Please rush FREE BOOK AND SAMPLE LESSON on Courses in the Division checked below. No obligation — No salesman will call.

- ☐ ELECTRONICS Division
- ☐ AUTO-MECHANICS Division
- ☐ AIR CONDITIONING-REFRIGERATION Division
- ☐ HOME APPLIANCES Division
- ☐ HIGH SCHOOL Department

Name_____ Age____

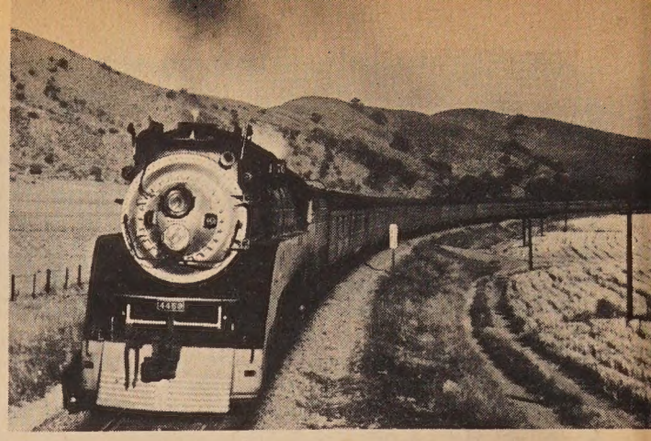
Address _____

City_____ State_____ Zip_____

☐ Check here if interested ONLY in classroom training at Los Angeles.

THE MAIL CAR

Where editors and readers meet



SP *Lark*, well patronized in steam days, is now about to be abandoned.

FRONT COVER photo this month shows a fantrip on the Sierra Railroad at Cooperstown, Calif., five years ago in which the gaily-painted lead engine is No. 3, a 4-6-0 built by Rogers in 1891, assisted by No. 28, a Consolidation of 1922 Baldwin vintage. Mac Owen, Rte. 1, Box 75-E, Dickinson, Texas, made the picture. We picked it to tie in with Frank P. Donovan's feature on steam shortlines. ●

BRIEFLY SPEAKING. John W. Barriger, president of the Katy, who has been traveling the railroads extensively and observantly for 50 years, estimates that by now he has covered at least three million miles by rail.

More than 1,600 Southern Pacific and Cotton Belt locomotives are being renumbered to make a simpler and more efficient system. Units in switcher service will have numbers from 1100 to 2999, those in passenger service from 3000 to 3399, and those in freight service from 3400 up.

Japanese National Railways recently hired an additional 470 *oshiya-san* (pushers)—mostly students working on a part-time basis—to help cram long-suffering Tokyo commuters into trains already crowded far beyond capacity in rush-hour traffic. Some 2,500 of these "platform men" are stationed at key rail points in Tokyo to help move an average of nearly 4 million commuters daily.

The Pennsy has installed in its Morrisville, Pa., yards a new weighing device designed to help prevent hotboxes. This device keeps an "eye" out for any unbalanced load, one of the factors contributing to overheated journals. It gives instant warning if a car comes by with more than a permissible percentage of its total weight resting on the front or rear truck. In pulling a load over this scale the engineer must not exceed 6 miles per hour; otherwise the weight will not register.

A super-jumbo tank car with a capacity of 38,000 gallons will soon be riding the PRR under the name of "Rail Whale." This term was chosen from among 18,724 entries in a name-the-car contest.

Until about 30 years ago, says Stanley M. "Larry" Doyle, Associate Justice of the Montana Supreme Court at Helena, *Railroad Magazine* was "required reading" for him. Now, he adds, "my primary duty is to the taxpayers of this state" and legal matters consume so much of his time that he had to pass up our magazine. In his youth Larry was a boomer and worked for a dozen railroads from New Orleans, La., to Moose Jaw, Saskatchewan. ●

TWO close calls are remembered by D. O. Hunker, retired engineer, 58 State Rd., Eliot, Maine. "One was in 1918," he writes, "when the locomotive draft gear pulled out. I went down onto the gear, and was able to clamber back into the cab. Then in 1949 I nearly crossed the Mississippi on a bridge that wasn't there. I had a clear signal on the drawbridge but it was a false signal. There was a low speed regulation at that point. If I hadn't been traveling at a very low speed I never could have stopped in time."

Hunker began his career as a Chicago & North Western fireman in 1907. "In those days it was said there were two characteristics of firemen, thick wrists and thin waists. This meant that shoveling tons of coal was back-breaking work and the pay non-fattening.

"I didn't stay long on the C&NW, for 1907 was a year of scrip money and hard times and I was furloughed. I went on the Rock Island then. In 1912 good things happened to me—I married my girl, Minnie P. Gist, and was promoted to engineer. I stayed an engineer for 44 years and have stayed married for more than 53 years. At the time I retired in 1956 I was pulling the *Rocky Mountain Rocket.*" ●

SOUTHERN PACIFIC says its *Lark* can't fly, which is understandable. The *Lark*, inaugurated with gala ceremony in 1910, was formerly a luxurious and profitable all-Pullman train taking 300 people every night between Los Angeles and San Francisco. Today 5 airlines fly directly overhead, with a total of 665 scheduled flights a week. In 1955 they carried 825,000 passengers. In 1965, 2.8 million. The once-lovely *Lark* shrank from 15 Pullmans to 3; a couple of coaches were tied to her tail, and now only about 90 passengers ride her nightly. This produces an out-of-pocket loss of $993,683 a year.

So SP has applied to the state Public Utilities Commission for permission to end the money-losing operation. We hear many complaints that the SP is not passenger-minded; but is it any wonder, we ask. The SP's *Joaquin Daylight* takes nearly 12 hours for the 482-mile run between California's two big cities, and the road is seeking permission to cut off its route below Bakersfield (which to railfans is the most interesting part) and transfer the through passengers to a bus, thus saving them 2 hours southbound and nearly 2 hours northbound. The number of passengers to and for local stations below Bakersfield on an average run is about 12. ●

ABOUT 65 years ago, when Clara Shank was six years old and living on a farm near Washington, Kan., she would sit on the gate post to watch the Missouri Pacific's early evening passenger train go by and would wave at the grayheaded engineer, a Mr. Wilson. One day Mr. Wilson slowed down and threw a package out of the cab. Clara picked it up eagerly. It was a child's book, inscribed, "From the man on the engine to the little lady on the gate post."

As time passed, he gave her other books, dolls, and toys the same way. Clara was grateful. One afternoon she picked a bucket full of strawberries, took a special trip into town, and shyly handed it to Mr. Wilson when his train stopped at the Washington depot. Next time he passed the Shank farm, the old hogger tossed off the bucket—filled with chocolates. This strange and beautiful friendship lasted for several years until Mr. Wilson retired, recalls Clara's brother, Lloyd C. Shank, now an old-timer living at Bolivar, Missouri.

"When the Southern Pacific was using markers on trains," writes SP engineer Hervey Angier, 143 Roselawn Pl., Los Angeles, Calif. 90042, "they were red and green. The Union Pacific also had red and green, but in order to comply with the Santa Fe rules they displayed

Become a professional high-pay

DRAFTSMAN

Learn at home. No previous skills required. Thousands of good jobs waiting.

DRAFTING offers you big career opportunities today. Draftsmen are in heavy demand in every technical field, every construction industry, every engineering and research corporation. Look at the columns of "Help Wanted – Draftsmen" ads that appear in a single issue of a city newspaper!

Not a single new product or improvement, not a single building or mechanical project, gets under way without the skilled help of the modern draftsman. With the vast expansion of industry, more draftsmen are needed than ever before, and salaries are reaching new highs.

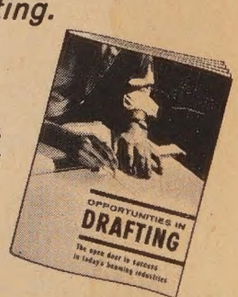
Why don't *you* get started in this exciting work and qualify for big pay? No previous skills are required for LaSalle's spare-time training by mail; expert instructors start you at the beginning and give your work personal attention until your course is completed. The cost is remarkably low.

During more than half a century LaSalle has trained 1,000,000 students for successful careers in business and industry. You owe it to yourself to find out now what LaSalle drafting instruction can do for you.

Train in your spare time for:
Aeronautical Drafting
Architectural Drafting
Electrical Drafting
Mechanical Drafting
Structural Drafting

Send for FREE Booklet

Packed with information on opportunities in Drafting. Describes LaSalle training which you can take at home without interference with your present job. Mail coupon to LaSalle, 417 South Dearborn St., Chicago, Illinois 60605.



LA SALLE EXTENSION UNIVERSITY
A Correspondence Institution
417 S. Dearborn, Dept. 54-024, Chicago, Illinois 60605

Please send Free booklet, "Opportunities in Drafting," and full information on training at home.

Name.....

Address.....

City & Zone.....State.....

County.....Age.....

Occupation.....Working Hours.....A.M.....P.M.

915

red and yellow markers over joint track between Dagget and Riverside, Calif. Thus UP crews on that line always carried two sets of markers. Later the UP changed to red and yellow for the route between Salt Lake City and Los Angeles.

"The SP interchanges about 400 cars per month with the State Belt Railroad of California. Approximately 40 percent of them are Canadian. Will a Canadian reader please tell me if he has seen any Mexican cars in his country?

"Someone mentioned dual-language timetables. We had them on the SP's Inter-California Railway between Mexicali and Algodones in Mexico—English on one side and Spanish on the other. I still have several of them and wish I had saved a few of the I-C's bi-lingual train orders. Most of that line is now gone."

"About 55 years ago when I was living in Akron, Ohio," says Charles C. Klug, 503 N. State St., Chicago, Ill. 60610, "the Erie ran about 3 blocks from my home. We children would watch for one of their crack trains which had the engineer's name painted on the cab. That train was a high-wheeler and gleamed like a greased pig. Maybe someone can give me information on it." ●

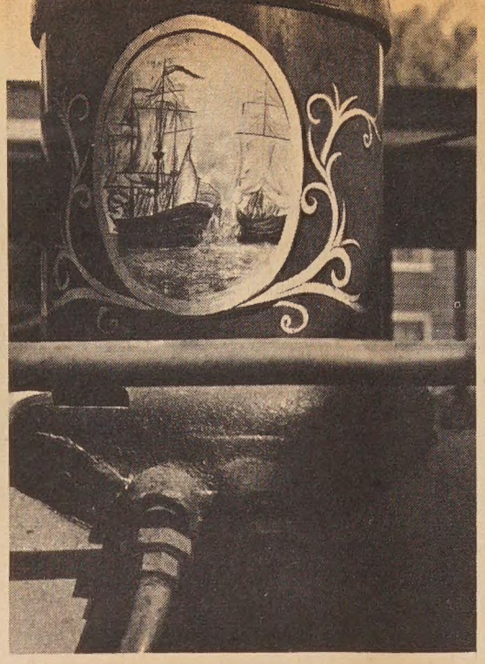
CANADA'S Board of Transport Commissioners has announced that the Government-owned Canadian National Railways will be the sole operator of passenger runs between Montreal and Toronto and between Toronto and Ottawa. The Canadian-Pacific Railway is discontinuing its passenger service between these points.

When these changes become fully effective, the board said, Canadian Pacific's only passenger service in the Montreal-Toronto-Ottawa triangle will be between Montreal and Ottawa. Its other routes in Canada will not be affected. ●

MEMORIES of his 55-year railroad career brighten the retirement of Wellington D. Draper, 1647 Copas Rd., Owosso, Mich. "When I was very young," he writes, "I was indoctrinated with railroading ('brainwashed,' they'd call it now). My stepfather, who was an engineer on the old Ann Arbor, and 'Big Jim' Ashley, who had built the road from Toledo to Frankfort, Mich., and for whom I had a kind of hero-worship, filled my young head with railroad lore. Their stories were thrilling and true, far more exciting than those of Horatio Alger."

Though a native of Helena, Mont., Wellington chose to work in Michigan, (on the Ann Arbor, naturally). "I began when I was 19, finished when I was 74," he says.

He hired out on the AA in 1899, started with a maintenance-of-way crew



Detail of sand dome painting on slimgage *Maude L.*, Baldwin-built in 1902 for Laurel Valley Plantation, Louisiana, and restored recently by American Railroad Equipment Association at its plant in Hilliard, Florida. Details on page 24.

in April, and went firing the following August. He became an engineer in December, 1902, joined the Brotherhood of Locomotive Engineers in August, 1905, and operated both steam and diesiel power.

"I had several wrecks when I was running steam. In November, 1908, at a point between Hamburg and Lakeland, I had a head-on collision and was hospitalized for months. In 1910, my engine broke a rail and the train turned over; got my teeth knocked loose in that one." ●

ONE mistake mars the excellent article by Pence James, "Time Began at Kipton" (Jan. '66 issue), according to W. A. Deveney, 9067 37th Ave. S., Seattle, Wash. 98118.

"As a retired conductor of nearly 50 years' service (Minneapolis & St. Louis and C&NW) I want to set Mr. James straight. He says the hoghead on the local had a watch 4 minutes slow and an operator told him that train No. 4 was highballing like hell. The author says both trains had orders to meet at Kipton. According to rule, No. 4 could not go by Kipton unless the local was there —unless, of course No. 4 ran by the meeting point, which the article doesn't say happened.

"If the local were trying to make Kipton and clear No. 4's time without a meet order, that would be different. Time would then have been a big element. On a straight meet, whichever train got to Kipton first would wait until the other arrived, the inferior train taking siding unless ordered not to do so. The article would have been OK if it had just left out the part where both trains had orders to meet at Kipton." ●

BACK in 1912, Frank C. Harmer (4708 N. 38th St., Omaha, Neb. 68111) started to read *Railroad Magazine*, and in 1913 he hired out to the Union Pacific in Omaha as a machinist apprentice. He made 10 cents an hour, the price of a copy of our magazine at that time.

"We worked a 9-hour day," Frank recalls, "with 5 hours on Saturday. Apprentices had to attend UP night school on their own time. Classes were held upstairs in the main building in the shop yards. An apprenticeship lasted 4 years. The first machinist I worked with was Bill Camel in the erecting shop. We worked on engine 157, one of the Harriman Pacifics. We had no cutting torches or power wrenches in those days. Bolts, rivets, etc., had to be cut off with 16-pound sledge hammers and chisel bars. Over the years I filled a large scrap book with UP shop pictures, clippings, etc., and in 1963 I retired." ●

BUSINESS TRENDS. Despite rising employment cost due to higher wages and fringe benefits, the Erie-Lackawanna gleefully reports a net income for 1965 of $3.8 million, which is a rise of $12.1 over the preceding year, the first profit in seven years.

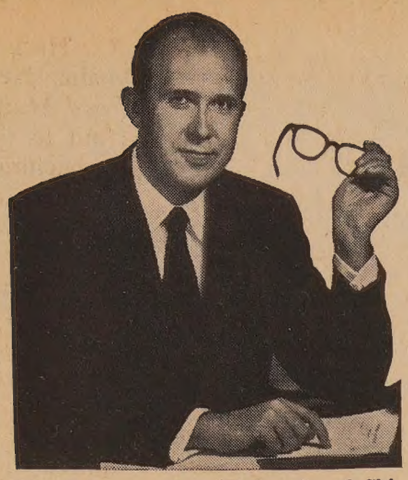
New York Central, with $41.5 net income, shows a whopping big increase of $14.5 million over 1964. Norfolk & Western is up $10.1 million over 1964. Baltimore & Ohio $8.9 million, Reading $8.3 million, Chesapeake & Ohio $5.4 million, Southern Pacific $4.9 million, and Pennsylvania $4.8 million.

Alfred E. Perlman, president of NYC, attributes his system's improved earnings to "a quiet revolution on the Central," the weapons of which are "new marketing, cost, and technical research methods to determine rates, equipment, and services that will produce the most profit in all areas of the company's operations." He says the Central is spending more on technical research than all the airlines in the U.S. combined.

NYC transports about 3 million loaded freight cars annually. The average revenue per carload in 1960 was $156.67. Average revenue per carload in 1965 was $172.84. This gain is due in part to such equipment as Flexi-van containers, tri-level automobile carriers, and Flexi-Flo, a modern concept for moving dry bulk commodities.

Atlantic Coast Line is getting 1,000 new, well ventilated trailers for transporting watermelons, effective April 1, in ample time for spring shipments.

One of modern industry's gadgets is the Telex, a widely used form of inter-



Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 555 E. Lange St., Mundelein, Ill. 60060. No salesman will call.

DON BOLANDER, Career Institute, Dept. 3D, 555 E. Lange St., Mundelein, Ill. 60060
Please mail to me, without obligation, a free copy of your 32-page booklet,
HOW TO GAIN A COMMAND OF GOOD ENGLISH.

NAME_____

STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

nal communications. Any Louisville & Nashville shipper who has a Telex can keep tab on his carloads of freight by direct inquiry to L&N's data-processing center at Louisville, Ky. Thus L&N offers the first service of its kind to be made available by any railroad.

The Pennsylvania announces fare cuts between some Eastern cities, restoring the one-third reduction on week-end round-trip rates on the New York-Washington line and offering a special incentive one-day fare, good any Saturday, from Washington, Baltimore, and Wilmington to New York at $10.85, $8.95, $5.65 respectively. ●

ADVENTUROUS railroading in Iowa a long time ago is recalled by A. L. Barnard, a retired Illinois Central hogger of Centralia, Illinois. "One night," he states, "I had to walk out on an icy running board in inky blackness to oil the engine valves. I jumped from the running board down to the steam chest. The engine was bouncing up and down and there was nothing to hold on to. A terrific jerk threw me down and I all but went down to death under the wheels. But, I guess, it just wasn't my time to die. Life seemed cheap in those days on a railroad and firemen were a dime a dozen.

"I also recall one night in an Iowa blizzard. After pushing a stock train to the top of Storm Lake hill we ran out of water—20 miles from a water tank. We moved to a snow bank higher than the tank. Engineer George Thompson shoveled snow down to me and I pushed it into the tender. Soon we had enough water to get us back to Cherokee and a water tank. Backing up 20 miles against that howling wind and 25 degrees below zero temperature was not pleasant.

"Another time our engine failed on steam going north on a tonnage train. We found a grate was broken. I was a skinny kid so I crawled into the ashpan to fix the grate. It came near being my last crawl. Lying on my side in that small space, my clothes on fire, breathing gas and hot air from the firebox. I passed out, but recovered in time to crawl out after I had the grate repaired with tie plates. We were able to go on with the train."

Another retiree, Albert N. Smith of Bettendorf, Iowa, worked for many years on the Iowa Division as agent-operator. He told a writer for the *Illinois Central Magazine* about the terrible winter of 1936, when he was the agent at Gaza in that state:

"The station's bay windows faced east and there was an eight-foot snowdrift south of the platform. When I heard the snowplow was on its way, I thought he might shove the snow through the bay windows, so I boarded them up with grain doors.

"There were five sick people in town. A farmer offered his team and others volunteered help to shovel the road clear. But the farmer's team soon was played out. I knew the snowplow was coming, so I called the chief dispatcher to get an order for the plow to pick up a doctor and let him off at Primghar. You should have heard the engineer holler. We were pretty good users of 'railroad language' in those days. The doctor finally got through, though." ●

CECIL J. ALLEN writes from his home at 17 Ashdown Rd., Epsom, Surrey, England: "The 104 miles per hour attained by the *Deltic* diesel on the *Flying Scotsman* run, mentioned in my latest book, was certainly not a record. The nominal British speed limit over certain selected stretches of track is 100 mph, but the *Deltics* have been timed at up to 110 mph, although I do not know of any specific record claimed.

"On the British Railways, the Western Region diesel-hydraulic *Western* diesels and the Brush-Sulzer diesel-electrics, 2,700 and 2,750 hp. respectively also have been timed at over 100 mph, though not at quite so high speeds as the *Deltics*. I have no doubt that the latter could beat 110 mph, but they are rated at a top speed of 105 mph, and in view of these limitations I do not think an engineer would attempt to reach anything much higher, for fear of official reprimand.

"In your country it is claimed that on the Burlington's experimental non-stop run Oct. 23, 1936, of the *Denver Zephyr,* a two-unit diesel with six coaches, touched 116 mph in the course of an average speed of 91.6 mph for 445 miles, from Crete to Barr, and covered 26.6 miles at an average speed of 105 mph. The non-stop run was over the 1,017 miles from Chicago to Denver, completed in 12 hours, 12 minutes, 27 seconds. Over its length, this must have been the fastest diesel locomotive run ever recorded. The *Mark Twain Zephyr,* a unit with its power plant incorporated, is credited with a maximum speed of 122 mph.

"By the way, the 750 articles with which *Railroad Magazine* credited me (March '66) are only those on locomotive design and performance (actually today over 750). But *all* the articles I have written, beginning in 1906, must now number well over 1,000." ●

Courtesy of Great Northern "Goat"

How well do you know railroading? What does this photo show? (See page 12.)

DETAILS on the 133.5-mph run of a 3-unit diesel-car in Germany from Berlin to Hamburg on June 23, 1939, come from Joachim Lehnert, 24 Werdenfelserstr., 89 Augsburg, Germany. On regular runs the scheduled speed was 160 km. The 133.5 spurt was only for the record. The car was powered by two 600-hp diesel engines; transmission was diesel-electric. At that time the

- For Action, Security, Big Pay -

WE CHALLENGE YOU TO TOP THIS JOB!

Earn To $15 An Hour ★ Work Part-Time Or Full-Time ★ Car Furnished — Expenses Paid ★ No Selling — No Previous Experience Needed ★ Only Average Education Required

NO OTHER CAREER OFFERS YOU A BRIGHTER FUTURE

Consider this fact. In the short time it takes you to read this page 1,100 accidents will take place. Over 440,000 will occur before this day ends. *These accidents must be investigated.* The law demands it. Yet in 4 out of 5 cities, towns and rural communities, no one has been trained for this vital work.

KEEP PRESENT JOB UNTIL READY TO SWITCH

Step into this fast-moving Accident Investigation field. *Already* hundreds of men we have trained are making big money. Joe Miller earned $14,768 his first year. A. J. Allen earned over $2,000 in ten weeks. Robert Meier says "I'm now earning $7.50 to $15.00 an hour in my own business . . . Universal's course is wonderful."

FREE EMPLOYMENT HELP GIVEN

We CAN and WILL show you how to rapidly build your own full-time or part-time business. Or if you wish a big-pay job as Company Claims Investigator, our Placement Service will give you *real* assistance. Hundreds of firms needing men call upon Universal. *We place far more men in this booming field than any other individual, company or school.*

WE FINANCE YOU

Write today for complete information. Costs are less than you'd imagine. And even on these low costs you need pay only a portion — less than half — in order to complete your training. We finance the rest for you. You may pay out of actual earnings. And you can keep present job while learning. Send now for free book. No salesman will call. You are not committed in any way.

EARN WHILE YOU LEARN

Let us show you how easy it is to get into this exciting new career in just a matter of weeks. You need NO prior experience or higher education. There's NO investment in expensive equipment. You do NO selling. Furthermore, this fast-growing Accident Investigation field has no seasonal layoffs . . . no time out for strikes . . . no oversupply of men . . . no worry about automation. We ask you to compare these terrific advantages with the job you now have! Cash in on this big demand for trained men NOW. *Write today!*

Mail Now for FREE BOOK

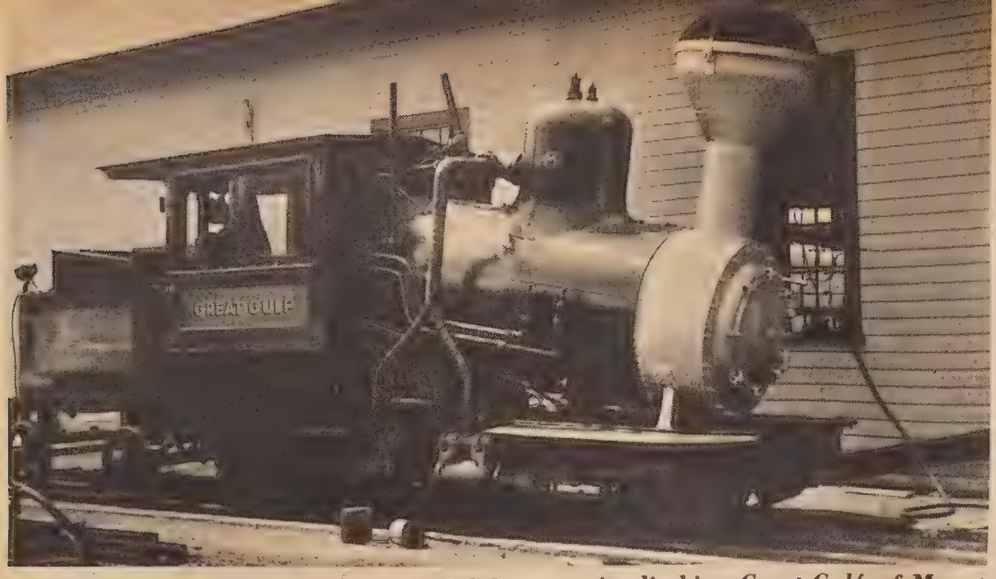
M. O. Wilson, Dept. AM-5
Universal Schools,
6801 Hillcrest, Dallas, Texas 75205

Please rush me your FREE BOOK on Big Money In The Booming Accident Investigation Field. I will be under no obligation — and no salesman will call upon me.

Name .....

Address .....

City ..... State ..... Zip Code .....



North America's oldest active loco: 0-2-2-0 mountain-climbing *Great Gulf*, of Mount Washington Cog Railway, No. 6, at Marshfield, N.H. Built 1875 with a vertical boiler, she was rebuilt five years later with the horizontal boiler pictured here.
Elliott Kahn, 75-48 183rd St., Flushing, N. Y. 11366

German railway system had a network of fast diesel-cars serving major cities.

An even faster run was made in 1931 by the so-called *Schienenzeppelin* (Zeppelin on rails), Joachim tells us. Designed by a German builder, Dr. Krukenberg, it had 4 wheels, a streamlined body, and on the back side a propeller powered by an airplane-type gasoline engine. Although its speed exceeded 200 kilometers (143 miles) per hour, the trials were soon discontinued because the propeller wash was very annoying and the problems of braking and acceleration could not be solved to the inventor's satisfaction. So the vehicle which at that time had beaten all railway speed records was scrapped." ●

SINCE 1937, writes James B. Aird, 7 Garngaber Ave., Lenzie, Dunbartonshire, Scotland, "I have been reading *Railroad Magazine*. The first copy I ever saw was in Clydebank, Scotland. Copies were difficult to come by, being available only occasionally in small shops or Woolworth stores. By 1949 I had accumulated quite a collection of *Railroads*, some ragged and without covers but all precious to me. In that year I made a business trip to Baldwin Locomotive Works at Eddystone, Pa. The day after my arrival I bought your current issue, and now I have every issue since then. There is a growing interest in U.S. railroad practice among British enthusiasts.

"Some years ago, when your present assistant editor, Art Knowles, visited Britain I took him on a fantrip behind a famous steam loco, No. 123, the *Caledonian*. He turned up wearing his 'railroad jacket,' emblazoned with the insignia of many American railroads, and a visored cap and neckerchief. The impact he made on the railfans and the railway staff was almost startling, and they are still talking about him." ●

Running Extra

Photo on page 10 shows state inspectors sampling grain in a Great Northern hopper, Hilliard, Wash.

Commenting on the Wootten boiler that John E. Wootten invented in 1877, Robert E. Phillips, 1925 Oregon Pike, Lancaster, Pa., says it was first applied to Philadelphia & Reading 4-6-0 engine 408. In 1878 the same type boiler was applied to No. 412, an engine of similar design sent to the Paris Exposition.

"About 40 years ago," writes J. H. Hanlon, c/o Milford Hotel, Milford, Utah, "I was firing for an old hogger who told me that the hydrostatic lubricator on the steam engine was invented by a Negro employed in a St. Louis roundhouse. He had heard tales of woe told by the firemen who had to walk out on the running board on oldtime steam engines to give shots of tallow through the relief valves. (This, incidentally, explains why firemen used to be called *tallowpots*.) The firemen told the colored worker that there was no other way to get that oil into the valves and cylinders against the steam pressure. Will some oldtimer please comment?"

"Matt Shay's name adorned cab of Erie triplex locomotive 5014," writes Fred Straley, 2401 S. Turner Rd., Youngstown, Ohio 44515. "At that time 3 Erie engineers that I know of—Richard M. Shane, William R. Shade, and William C. Dunn—also had their names painted on passenger engine cabs. Who knows their numbers?"

"How does the West Burlington hill at Burlington, Iowa, rank in the list of the world's 5 steepest standard-gage railroad grades?" asks David Olson, Box 428, Dallas City, Ill. 62330.

Information on the old Mammoth Cave Railroad in Kentucky and the old Empire Coal Ry. in California is wanted by Clifton E. Hull, 203 E. 16th St., North Little Rock, Ark. 72114. He has photos from both of those lines.

"How did the Wellsville, Addison & Galeton get its nickname, the Sole Leather Line?" asks Jim Sands, 1008 Summit St., Marshalltown, Iowa 50158, who says he has some photos of steam locos of shortlines in Alabama and Louisiana that he'd like to swap for other shortline steam.

As to the model trains used in the movie *John Goldfarb, Please Come Home*, some of the equipment was Lionel and the rest was custom-built, according to Frank M. Klock, Jr., 2085 Milton Ave., Solray, N.Y. 13209. Frank tells us also that unusual marker lamps are used on local freights of the New York Central's Auburn branch. Yellow flashers are fastened to the marker brackets, the same type that are used as warnings on barriers in highway construction jobs.

Jim Seacrest tells us that the Burlington's Colorado & Southern and Fort Worth & Denver named all of their silver-fluted-side diesels. CB&Q no longer has any named diesels, but C&S still has E5-A unit 9950-A named *Silver Racer*; E5-B unit 9950-B, *Silver Steed*, and E5-B unit 9980-B, *Silver Warrior*.

History of the Grand Rapids & Indiana, 1867-1922, now part of the PRR, is wanted by Harry L. DeHoff, railroad telegrapher, 1130 N. Meridan St., Portland, Ind. That road advertised itself as "The Fishing Line" and printed a fishing emblem on its timetables.

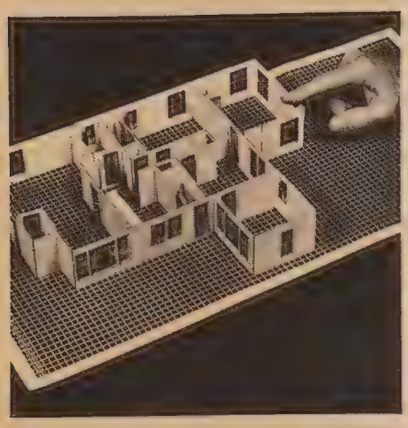
"Who was T. L. Moore?" asks Wade B. Hall, 715 N. 70th St., Seattle 3, Wash. "I have 3 antique lard-oil-burning railroad lanterns, each stating on metal top: Sold only by *T. L. Moore, San Antonio, Texas, Pat. June 19, 1905*. Surely, some Texas reader knows."

Commenting on the first query in *Running Extra* of March issue, Robert F. Steele, 4004 Buffalo Rd., Erie, Pa., writes: "As a boy, I used to ride the trains between Blossburg and Fall Brook, Pa., on the Central Pennsylvania Railroad. Actually, the road extended between Bellefonte and Mill Hall, Pa., connecting with the New York Central and the Bald Eagle Valley Railroad at Bellefonte. Both the BEV and the Bellefonte & Snow Shoe became part of the Pennsy. So did the Bellefonte Central, which still exists. The Central Penna. was abandoned years ago. B&SS was torn up in the past 3 years." ●

HOW TO START

Your Own Mail Order Business

(RIGHT FROM YOUR OWN HOME — ON A SHOESTRING)



A man and wife sold over $39,000 worth of these kits by mail—without investing a penny in merchandise! YOU can too!

Advertising agencies select mail order items for you, and prepare inexpensive magazine and newspaper ads for you.

Mail 32-page catalogs printed with YOUR name and address. Wholesale firms stock and ship all orders. You keep the profits!

Start at home in your spare time. One-man mail order enterprises make an excellent second income. Some make $50,000 yearly!

AMAZING NEW MAIL ORDER PLAN STARTS YOU FAST

Now you can build a profitable mail order business of your own—THE PROVEN WAY! Use professional mail order ads. Your own 32-page catalogs. Pocket cash profits daily. Don't invest a cent in inventory! Large firms supply ads, catalogs, and do all shipping for you! Amazing new plan for beginners requires little capital and no previous experience. The ideal home business!

When Bob Carter—a mail order beginner from Newark, N.J., ran his first small ad in House Beautiful, he never expected the deluge of orders he received for his auto clothes rack. He received $5,000 worth of orders! Before the year was out, he was spending $10,000 a month on advertising and grossed over $100,000 the first year!

Tom Kinkaid of Florida started with a mail order ad in a small magazine—selling live seahorses! He pyramided a $200 ad into more than $85,000 in his first year!

A husband and wife mail order team from Pennsylvania, operating out of their home, sold 11,000 Home-A-Minute Kits ($4.45@) for a total sales of $39,489!

The Johanson's of Illinois ran a 2½" ad on a paper clip holder. You can imagine their astonishment when they received $3,500 in orders!

These are actual documented case histories of mail order beginners. The names are changed but the facts and figures are absolutely true! Of course these are exceptional cases—not all beginners become mail order millionaires. But, practically EVERY SUCCESSFUL MAIL ORDER BUSINESS WAS STARTED WITH SMALL ADS!

Having acquired a list of satisfied customers from small ads, these beginners soon found that the REALLY BIG PROFITS COME FROM SENDING MAIL ORDER CATALOGS TO THEIR OWN CUSTOMER LISTS.

The thrill of receiving money in your morning mail is one you'll never tire of!

These are the two *vital* elements for a successful mail order business: (1) START WITH SMALL ADS, and (2) FOLLOW-UP WITH A GOOD MAIL ORDER CATALOG. This is *the proven method* used by just about every lucrative mail order house in the U. S. Pick up any magazine and notice the hundreds of small mail order ads, repeated *month* after *month!* You can bet those ads are making money! Order any product from one of these ads and you're bound to be sent one of their catalogs.

A number of these small ads are run by individuals, just like yourself. Come up with a good item and it's almost like having a money tree . . . pocketing cash profits daily, steady as clockwork! That's the beauty of a home operated mail order business. No door to door selling, no customers to face, and you pick your own hours. Best of all, you have a chance to "hit the mail order jackpot". Thousands of orders pouring in from all over the country! The thrill of receiving money in your morning mail is one you'll never tire of!

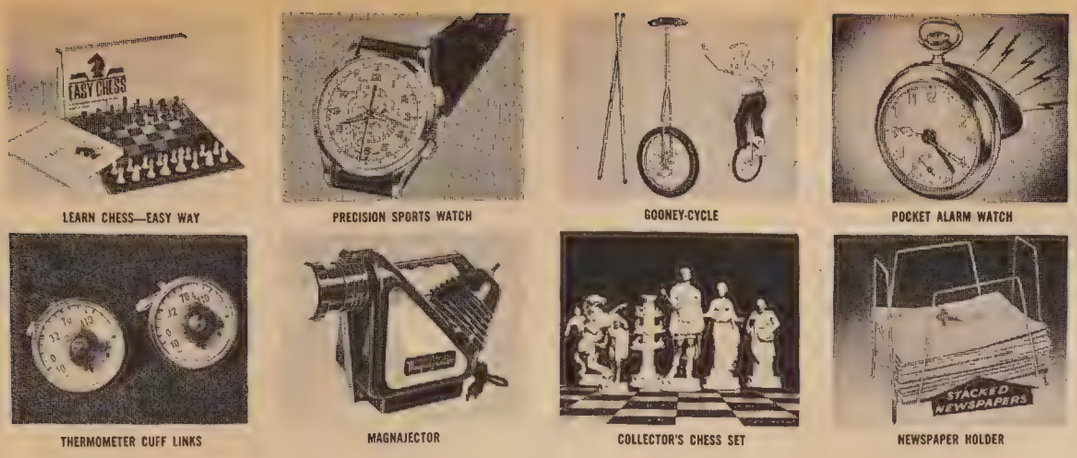
HOW DO YOU GET STARTED? Now, using an amazing new plan, you can get started immediately—on equal par with the 'pros', and with very little investment! Advertising agencies which specialize in small mail order accounts, will prepare top-notch ads for you—on hundreds of 'hot' selling mail order items. Wholesale mail order firms will supply you with professional 32-page mail order catalogs—printed with YOUR NAME and address. All orders come to you. You don't have to know how to write a good ad, and you don't spend thousands of dollars preparing your own catalog and buying stock. *In fact you don't invest a penny in merchandise!* The 'secret' of this plan is called drop-shipping. Actually, it's not new. It is used by practically every large successful mail order firm in the country.

Here is how it works. All the merchandise illustrated in your catalog (or featured in your ads) is stocked by wholesale mail order suppliers. When you receive an order from a customer, you simply type his name and address on *your* shipping label and send it to the drop-ship supplier. Include your check to cover the wholesale cost of the item. The drop-ship supplier immediately wraps the order and ships it directly to your customer, using *your* shipping label—just as though it had come from you. You deposit the check sent to you by your customer. Your profit is the difference between your selling price and the wholesale (drop-ship) cost—and a 100% mark-up is not unusual! See the tremendous advantages of using the drop-ship plan? Your catalogs and ads offer thousands of dollars worth of the hottest selling mail order items—yet you don't invest a penny in merchandise! All the stocking, packing and shipping of orders is done for you!

WHERE DO YOU GET CATALOGS & ADS? One of the few wholesale mail order firms which offer a programmed ad service and professional catalogs, to beginners as well as the trade, is Mail Order Associates, Inc., of Montvale, N.J.

Their 32-page catalog, "Distinctive Gifts", features over 120 top selling, quality mail order products, selected to appeal to every member of the family. The catalog is not seasonal—it carries better class gift items which sell all year round. Jewelry, books, automotive items, bar accessories, personalized giftware, toys, games——these are the items that sell! With many gifts in the $5 to $15 price range, average orders of $25 to $30 per customer are not unusual, depending of course, on your particular mailing list.

Your own ads in national magazines reach millions of prospective mail order buyers!



These are just a few of the top selling mail order items in the country. All are included in the "Distinctive Gifts" catalog.

Only YOUR NAME and address is printed on the front and back cover of the catalog. All products are drop-shipped for you. By printing millions of catalogs, they are able to offer these at a fraction of their normal cost. What's more, you don't have to order a large quantity of catalogs to start. They'll sell as little as 200 catalogs, printed with your name and address, for small test mailings. And even this low cost may be offset by savings on purchases for your family and relatives!

Realizing that many beginners need help in selecting good mail order items and preparing their first ads, Mail Order Associates has come up with a really unique Mail Order Ad Service. It works like this. As a yearly subscriber, each month you receive a new "AD of the MONTH" which consists of a professional ready-to-run ad on a new or already proven mail order product. They make specific recommendations—which magazines and newspapers to use . . . how much the ad costs in each publication . . . when to run . . . circulation . . . addresses—everything you need to place your first ad. They even schedule your ads to prevent two subscribers from running identical ads in the same issues. Every item is drop-shipped for you, so there's no investment in merchandise.

In addition to the 12 ADS of the MONTH, subscribers are sent over 100 Classified and Display ads which they may use to get started immediately. And don't underestimate the 'pulling' power of a small classified ad. Dollar for dollar, they produce greater profits than full-page display ads! More than one large mail order house got its start with a tiny classified. Many still use them to get new customers and build their mailing lists. Talk about starting on a shoestring—you can begin with a $5.00 classified ad offering self-improvement booklets, which you can have drop-shipped for you at 100% mark-up! Pyramid your profits into more ads and larger catalog mailings, and you may be running full-page ads sooner than you think!

And in case you're wondering how much a one page ad might produce, just consider this documented case history: Not too long ago, a one page ad in Sports Afield magazine pulled 22,000 orders—OVER A HALF MILLION DOLLARS in cash, checks and money orders! Is that any way to run a mail order business? You bet it is! Compare the potential profits in mail order with the job you have now! Then you be the judge. Isn't it worth risking a 'few dollars' investment in a business which holds promise of such tremendous financial rewards?

WHAT ARE YOUR CHANCES? Mail Order, just like any other business, involves a certain amount of risk. Every investment does. But unlike any other business, mail order offers you an opportunity to make a fortune—starting with very little capital. Your chances of success are excellent, if you learn the inside 'secrets' and tricks of the trade, used by the mail order 'pros'.

For example, there are gimmicks called "2 for 1 deals". The novice runs a 3" ad in a magazine that charges $42 for the ad. The pro gets three times the amount of space for his $42! Hence, he needs only ⅓ the number of orders to make a profit on his $42 ad! The pro knows which magazines give "2 for 1 deals". The beginner could spend years trying to find out.

Before you start, you should be familiar with the basic laws and regulations regarding mail order. How to register your company name . . . when to use a P.O. box . . . how to handle complaints . . . refunds . . . where to get trade reports from the FTC, Post Office and FDA.

The beginner should have a complete set of Magazine Advertising Directories ready for reference, before placing any ads. He should know how much each publication charges to run his ad . . . circulation . . . column size . . . ad discounts, etc. Which are the best magazines and newspapers for mail order ads . . . the best time to advertise.

MAIL ORDER ASSOCIATES FEATURES ONE OF THE MOST COMPREHENSIVE MAIL ORDER PROGRAMS EVER OFFERED! CATALOGS . . . ADS . . . TRADE REPORTS . . . ADVERTISING DIRECTORIES—EVERYTHING YOU NEED TO GET STARTED!

Many beginners learn the hard way. They mail a thousand catalogs to a worthless mailing list, waiting for orders that never come! This one pitfall accounts for 95% of all mail order failures!

These are just a few of the 'inside' facts you must know to guarantee your chances of success in mail order.

WHERE TO GET THE 'INSIDE' FACTS. Obviously, if your first ads pull orders and your follow-up catalog mailings produce a good profit, you're going to run more ads *and reorder catalogs.* For this reason, the catalog supplier will back you with all the professional guidance and 'know-how' at his disposal. It stands to reason, he wants you to succeed from a purely business standpoint—he wants to sell you more catalogs.

With this in mind, Mail Order Associates, Inc., of Montvale, N.J. has come up with one of the most comprehensive mail order programs ever offered to beginners! With your initial order for their catalogs, or a one year subscription to their ad service, they include a complete set of Mail Order Reports.

Over 120 pages of vital 'inside' facts which cover every aspect of mail order. You can be sure you won't get this kind of professional guidance from any competitor or mail order textbook!

Their reports tell you how and where to get "2 for 1 deals" . . . how to get FREE ads . . . Mail Order Laws & Regulations . . . Advertising Directories of magazines and newspapers . . . Drop-Ship products, catalogs and Mailing Lists . . . plus dozens of low cost ads you may use to get started!

No doubt about it, Mail Order Associates provides top-notch catalogs and ads for the trade—BUT they also offer professional guidance to mail order beginners. Something that's been long needed in this field.

By all means, if you're looking for an ideal second income, or financial independence in a business of your own—get into Mail Order! There's no guarantee or sure-fire rule for success—but no other business offers you a chance to hit the jackpot, on such a small investment.

FREE DETAILS - MAIL THIS COUPON!

MAIL ORDER ASSOC., INC., Dept. 22, Montvale, New Jersey 07645

Dear Sirs:

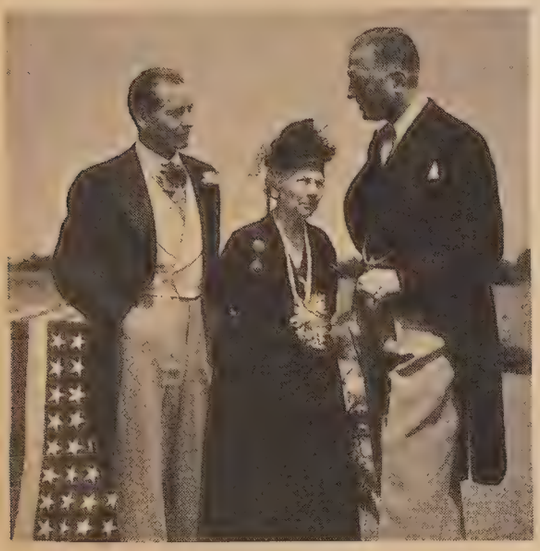
Please send complete details about your Mail Order Programs, Catalogs, Ads, Trade Reports, and Advertising Directories. Include FREE catalog. I understand there is no obligation and no salesman will call on me.

NAME _____ AGE _____ SEX _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Lucius Beebe in his proud heyday as technical director of Paramount movie *Union Pacific.*



Beebe (right) and Clegg with Mrs. Casey Jones before unveiling Casey Jones monument they erected at Jackson, Tennessee.

L.B. examines negatives of unpublished photos in files of Pullman-Standard Car Mfg. Co. for pix to use in his book *Mansions on Rails.*

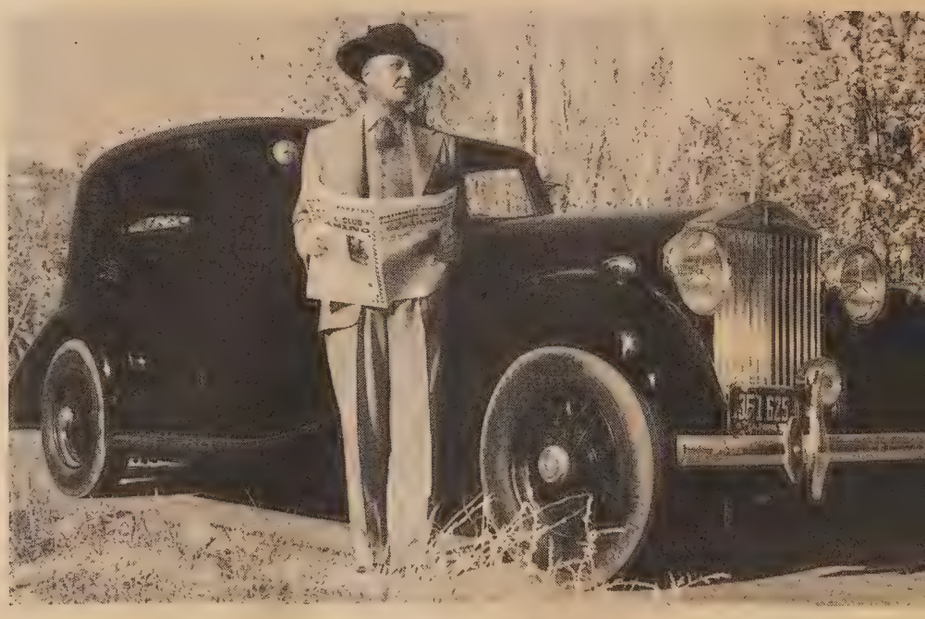
LUCIUS BEEBE

December 9, 1902 - February 4, 1966

Lucius Beebe is dead. The last great champion of steam power died from a heart attack in his home at Hillsborough, California. He wrote about 20 books, most of them on railroading, some in collaboration with Charles Clegg, and countless articles for newspapers and magazines, including *Railroad Magazine*. As Number 3 in our series of "Interesting Railfans" (October '61) Beebe said:

"Neither Clegg nor I have ever been a member of the tractive-force and cylinder-dimension contingent of railfans. We prefer the beauty and romantic aspects of railroading. We are historians of something that was, haunting the roundhouses of yesterday and riding the palace cars of memory. We like to think of our books as recording the great American pageant in an age when life was infinitely more admirable than it will ever be again."

And now Lucius Beebe has joined such illustrious railroad authors as Cy Warman, Harry Bedwell, Stewart Holbrook, and Harry K. McClintock in the land of eternal shadows. A millionaire bachelor, he left no immediate descendants. The world seems smaller because he has gone.



Beebe stands beside one of the rare vintage autos in his collection.

To celebrate the publication of their *Mixed Train Daily: A Book of Short Line Railroads,* Beebe and Clegg chartered a special train for an excursion over the "Ma & Pa" and threw a party, scenes from which are pictured on this page.

Beebe and Clegg jointly had two ornate private cars, *The Gold Coast* (left), which they gave to R&LHS, Pacific Coast Chapter, and *The Virginia City* (below), all inside doors of which are double-hinged to permit inspection by mascot T-Bone Towser.

Put STEAM in Your Vacation

by Frank P. Donovan

THE STEAM ENGINE is puffing back into the American scene on branch lines, in operating museums, on baby railroads, and in amusement parks. Ancient coalburners formerly peddled for junk now bring good figures, and the price is still rising. This strange phenomenon is due mostly to railroad buffs who loathe to see "Old No. 9" sold for scrap.

Likely as not, these fellows are non-railroaders who have teamed up with bona fide "rails" to preserve such curios as Mikes, Moguls, and six-wheel switchers. They may operate over abandoned trackage or they may buy a little railroad and run it—lock, stock, and barrel. The engineer could be a mail carrier, the fireman a plumber. Trainmen and gandy dancers are recruited from the ranks of teachers, clerks, statisticians, farmers, and gentlemen of the cloth. A surgeon lays down his scalpel to work on a railroad section over the week-end; an IBM operator leaves his office to replace ties or repaint an old side-door caboose.

Most of these buffs labor long and hard without pay on non-profit enterprises or else on roads which are marginal at best. A few lines such as common carriers or

Novelty in passenger traffic: Strasburg Rail Road operates a four-wheel Camelback switcher, used by Philadelphia & Reading and Colorado Fuel & Iron before being sold to the Pennsylvania shortline.
H. Reid, 8549 Wayland St., Norfolk, Va.

Nassau County Railway at Hilliard, Florida: Passengers detrain at depot after having transferred from Atlantic Coast Line special at ACL Junction. You're looking at Louisville & Nashville combination car 676 (left) and Central of Georgia coach 236 (right). These historic cars—and many others—have been restored by American Railroad Equipment Association, Inc.

amusement-park ventures may earn a modest return of their investment, but if they do, they are exceptions.

Our list of steam-operated passenger lines is a tribute to the enthusiasm, ingenuity, and perseverance of the rail-fan. Amateur or professional railroader, he speaks with reverence of an Alco or a Baldwin, a Shay, a Heisler, or a Camelback. Thanks to him, the grand tradition of Steam Railroading will not die, not even with the passing of its most colorful exponent, Lucius Beebe.

We have itemized all steam passenger carriers in the United States that we know of. There may be others, and if so, we hope you will tell us about them.

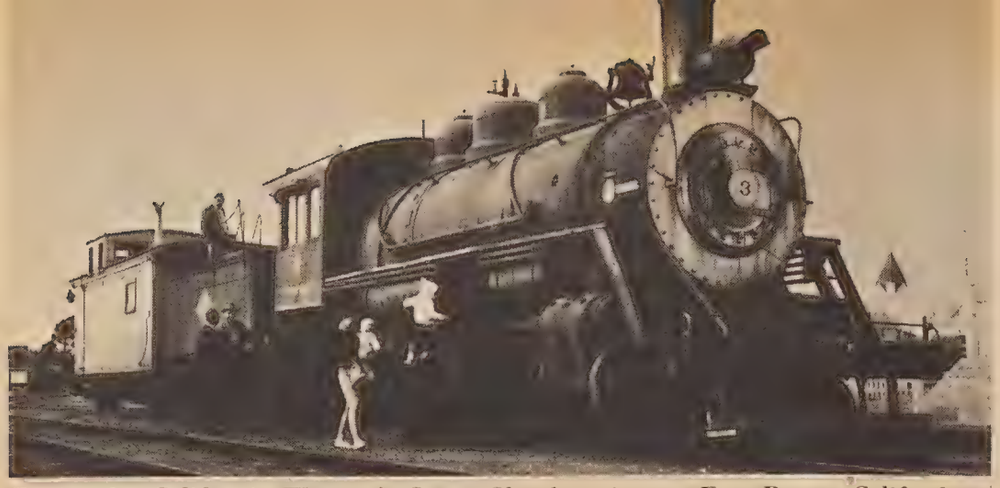
Before visiting any of these roads, we suggest that you check with the individual lines for last-minute information about them. In each case enclose a self-addressed stamped envelope. That is common courtesy. It is also a necessity, for most of the little roads are beset with financial problems—they need your help in any way you can give it. Besides, the work of addressing several hundred (or several thousand) envelopes to answer inquiries takes a lot of time and effort, and some lines are desperately short-handed. So don't forget the self-addressed stamped envelope.

You need cameras, movie cameras, notebooks, tape recorders, etc.—to put steam in your vacation, not to mention week-ends and holidays. And as Winston Churchill, making his rounds of London's defenses one night during the *blitzkrieg,* said to a young anti-aircraft gunner, "Go hunting!"

ARIZONA

White Mountain Scenic R.R. is expected to reopen this spring, with train of 5 ex-Katy coaches handled alternately by ex-Sierra No. 36 and ex-Santa Maria Valley No. 100. A second Sierra loco, upon arrival from Jamestown, Calif., will be overhauled and placed in service. Fare for 8-hour round trip $5.50. Line runs between McNary and Apache Springs, about 22 miles, over part of old McNary-Maverick R.R. right-of-way. (It does *not* run over Apache Ry. as many people think.) Train "lays over" at Apache Springs for hours so fans can picnic, take photos, etc., then return to McNary. For details contact Reed Hatch, Taylor, Ariz., or Drew Shumway, Box 496, McNary, Ariz.

Magma Arizona R.R. is steam-powered but does not run trains for tourists and, in fact, no longer lets fans ride the caboose. It is interesting photographically. See *Official Guide.*



Engine for California Western's *Super Skunk* arrives at Fort Bragg, Calif., from Medford, Ore., to be overhaulded in the company's shops and renumbered 45.

Central Arizona Ry., operating 32 miles southward out of Flagstaff, is not a tourist steam railway but *may* become one in near future, with Baldwin No. 25, which is used occasionally, and possibly also No. 14, now displayed unserviceable.

ARKANSAS

Reader R.R., "The Possum Trot Line," now in its 6th year of mixed-train operation, uses youngest steam loco still in regular common-carrier service in North America: No. 1702 (Baldwin Consolidation, 1942), painted and pampered by the crew. Other Reader locos are Baldwin Prairie types, No. 11 (built 1925) and 108 (built 1920). Located in remote area on secondary highway, inaccessible by connecting train, the Reader nevertheless offers honest workaday railroading that pays off. You can ride it any Mon., Wed., or Fri. (except Dec. 25 and Jan. 1) the year 'round, also Sat. from June 1 thru Labor Day. One-way fare $2.35; round trip $4.50; kids half price. Train with ex-Cotton Belt caboose and usually ex-Milwaukee Road combine leaves Reader depot 10:30 a.m., returns about 4:30 p.m. Roads has 2 all-steel coaches and luxurious parlor-lounge, used when needed. Town of Reader is 68 miles south of Hot Springs, 3 miles north of state highway 24. No phoney stickups or museum tours, just plain railroading. Write President Tom Long, P.O. Box 6049, Shreveport, La. 71106, for literature.

CALIFORNIA

California Western R.R. now has steam-operated *Super Skunk* to supplement its famous *Skunk* rail-cars. *Super* leaves Fort Bragg daily (May 28 thru Sept. 18) 10 a.m. for Willits, 40 miles distant. Returning, leaves 11:45 a.m. From April 30 thru May 22 and from Sept. 24 thru Oct. 30 *Super* operates Sat. and Sun. only. More frequent service by railcar. Round trip $3.45; kids $1.73. Road has one Mike (Baldwin, 1924), 3 self-propelled diesel cars, and four 72-foot commuter-type coaches, ex-Erie Lackawanna. Three Baldwin diesel-electrics haul freight. Tourist attractions include plant of Union Lumber Co. (which owns CW) at Fort Bragg, 3 state parks, and art colony nearby. Willits is on Redwood highway 101. Road issues timetable and folder. Write reservation desk, CWRR, Fort Bragg, Calif., 95437.

Camino, Cable & Northern R.R., 1.2 miles, 3-foot gage, runs all year 'round out of Camino, 8 miles east of Placerville on U.S. highway 50. You'll find a 2-6-0 Porter from Guatemala Rys. or 3-truck Shay from West Side Lumber Co. pulling an ex-Oahu Ry. wooden-bodied coach, some flats, and a caboose. Road also has locos stored at Roseville and will probably move them soon to Camino: 0-4-OT (Porter, 1889), 2-truck Heisler, and Baldwin 2-4-2 from Hawaii. Trains run Sat., Sun., holidays in summer; Sun. only in winter. Fare $1, kids 25¢ to 75¢, depending on age. Contact David B. Ogle, P.O. Box 474, Camino, Calif.

Disneyland & Santa Fe, 3-foot gage, is part of Walt Disney's fabulous $53.3 million "magic kingdom" in Anaheim, on Santa Fe's Los Angeles-San Diego line. It circles Disneyland on its 1.25-mile route, featuring a typical 1900-era brick depot and large diorama of Grand Canyon. Four beautiful little locos: the *C.K. Holliday*, the *E.P. Ripley*, the *Fred G. Gurley*, and the *Ernest S. Marsh*, named after Santa Fe presidents, pull a mixture of vintage cars. Allied attractions include horse-drawn streetcar line, a short narrow-gage "gold and silver ore carrier," a smaller Casey Jr. line in Storybook Land, and the popular 2.5-mile monorail built at a cost of $3.3 million. Admission: adults $2; Juniors $1.20; children (2 to 11) 60¢. Fare on SF&D 50¢ kids 35¢. Winter season Sept. thru May, open Wed. thru Sun. Summer season June thru Sept, open daily. For additional details write Disneyland, 1313 Harbor Blvd., Anaheim, Calif.

Ghost Town and Calico R.R. 36" gage, 1.5 miles, operates daily (except Christmas) around Knott's Berry Farm and Ghost Town in Buena Park, southeast of Los Angeles near Santa Ana Freeway on state highway 39. Fare 50¢, kids 25¢. Two 2-8-0's (Baldwin, 1881), one combination baggage-passenger car, 3 coaches, and parlor car. On property is an ex-Rio Grande Southern caboose and Otto Mears' private car *Edna*. Ghost Town has a frontier setting; train stickups are featured. Road issues 59-page booklet. Write GT&C, Ghost Town, Calif. 90620.

Grizzly Flats R.R. is Ward and Betty Kimball's private 1000-foot long, 3-foot-gage road, opened in 1938. Motive power: ex-Nevada Central 2-6-0 and 2 Hawaiian sugar plantation 0-4-2's, one of which Jerry Best owns. No charge. Operated "when inspiration and/or the bug hits us," Ward says. Write or phone for appointment before visiting property, 8910 Ardendale Ave., San Gabriel, Calif.

Mount Shasta Alpine & Scenic Ry. operates on the McCloud R.R. tracks with McCloud 2-6-2 engine 25 thru tall trees, up 4 percent grades, 14 miles to Mount Shasta. Fare $2.50; kids with parents free. Write the "Dern Tooting" Dept., McCloud, Calif.

Roaring Camp & Big Trees Narrow-Gage, 3.5 miles of 3-foot gage, runs thru the first grove of virgin Redwood trees to be preserved in the state. Some trees more than 300 feet tall, many centuries old. A Shay (Lima, 1912) or a Heisler (built 1900) takes open-air passenger gondolas up 8 percent grade over curved trestles on circuitous route lasting an hour. Horseshoe loops and spectacular mountain terrain. Road has 6 passenger cars, 18 freight cars, and operates all year. Sat., Sun., and holidays Sept. 12 thru June 10, daily at other times. Leave Felton depot (5 miles

Passengers board Reader Railroad steam train at the depot in Reader, Arkansas.

out of Santa Cruz on state highway 9) at 10 a.m. and up to 5 p.m. Fare $2.50, kids $1.25. C. P. Clark, general passenger and ticket agent, will answer queries. Write him at Felton, Santa Cruz County, Calif.

Sierra RR. (see our front-cover picture) is a common carrier listed in *Official Guide.* Has 57.43 miles of freight line, runs occasional steam trains but only for movie and television studios, says F.R. Egan, assistant general manager and auditor, P.O. Box 636, Jamestown, Calif. 95327.

Traveltown in Griffith Park, Hollingsworth Drive, Los Angeles, is mostly an outdoor museum—a good one, too—but also has an old-style, operating, narrow-gage shortline. The museum exhibits several steam locos, streetcars, a diner, other equipment.

COLORADO

Colorado Railroad Museum, one mile east of Golden, a Denver suburb, has a half-mile 3-foot-gauge line. While it is mostly a non-operating museum, Bob Richardson says he generally runs No. 346, Colorado's oldest loco, one weekend a month and sometimes oftener, with volunteer help. Besides the 346, there is another narrow gage 2-8-0 and a 4-6-0. Also on display are standard-gage engines such as an 0-4-0T Alco, a 2-8-0 Baldwin, and a 4-8-4 Burlington; an assortment of standard and narrow-gage cars, a Birney streetcar from Fort Collins, and an ex-Denver & Intermountain interurban. General admission 60¢, kids 20¢. Bob sells a 32-page booklet on Colorado narrow-gage railroading and an attractive calendar in colors. He will send you a free copy of the informative periodical *Iron Horse News* if you send him a *long,* self-addressed stamped envelope. Address Box 641, Golden, Colo. 80401.

Denver & Rio Grande's 45.2-mile Silverton branch is the nation's longest and most popular steam-operated narrow-gage (3-foot) passenger run. Schedule this season is about the same as last year's which carded a train leaving Durango at 8:30 a.m. with noon arrival at Silverton. Returning, it left Silverton at 1:50 p.m. and puffed into Durango at 5:15. During peak season a second section ran one hour later in each direction. Service on daily schedule from June 2 thru Sept. 30. Three Mikes (Baldwin, 1923), 22 coaches, and 3 private cars are used. On regular train you may find both wooden-bodied and all-steel coaches and open-side roofed gons and a baggage car and combine used for "snacks." Make your reservations early in the season. Trains are crowded to capacity nearly all summer. Fare on "Journey to Yesterday" is $6 round trip, $4.25 for kids. Book through the Rio Grande agent at Durango, Colo. 81302, or H.F. Eno, passenger traffic manager, Box 5482, Terminal Annex, Denver, Colo. 80217.

CONNECTICUT

Connecticut Electric Ry., although specializing in trolley operation, will run steam-powered trains each Saturday, June thru Sept. Currently the railway is a mile long but will be extended a half-mile this summer. On steam roster are two 0-4-0 tank locos (Cooke and Porter), a Climax Type B, which once ran on Middle Fork, RR. Other steam-train equipment includes 2 open-platform coaches, a caboose, several flats, and boxcars. Mostly the museum is given over to a wonderful collection of some 35 trolley cars, described in a booklet. Fare 35¢, kids 15¢. A pass that is good all afternoon on trains and trolleys costs $1.50. Museum located on route 140 (North Road) East Windsor. Write to P.O. Box 436, Warehouse Point, Conn.

DELAWARE

Wilmington & Western plans to operate steam trains on 4 miles of B&O's Landenburg branch in near future. No recent news of progress. Has an ex-CNR 2-6-0, an ex-Mississippi Central 4-4-0, and 4 ex-DL&W open-platform coaches.

FLORIDA

Florida Southwestern Ry., a 2-mile 2-footer, runs along part of a road of the same name which linked Greencove Springs with the Florida Gulf Coast. Original railroad quit in 1902 but was partly brought to life again by Fred W. Perry in 1963 as a tourist attraction. FSW sports a built-to-scale 4-6-2, one of the very few narrow-gage Pacific passenger locomotives on earth. This beautiful steamer has an old chime whistle from Southern No. 1102, which figured in "The Wreck of the Old 97." Due to the widening of state road 16, the FSW is being relocated and made 3-foot gage. It will be extended another 3 miles.

Trains run every Sun., April 1 thru June 15; daily June 15 thru Sept. 1. Daily service includes all holidays. FSW is located 4 miles west of St. Augustine on route 16. Check with the railway at 41 S. Whitney Street, St. Augustine, Fla. 32084.

Two of Disneyland's many attractions: (left) Rainbow Ridge mine train crosses trestle into bear country; (right) steam train of Disneyland & Santa Fe Railroad waiting at depot.

Gold Coast RR. highballs a train powered by a light Pacific down its 3.5-mile line every Sun. all year. Starting from University of Miami's South campus 1 p.m., trains leave every half-hour until 5 p.m. Consist may include a former Seaboard combination car, an ex-Florida East Coast coach, and a caboose from either the Apalachicola Northern or Atlantic Coast Line.

The tab on America's southernmost operated steam-passenger road is $1; half fare for kids. Other attractions include a mobile museum on wheels with railroadiana and the car *Ferdinand Magellan,* a 142.5-tonner used by Presidents F.D. Roosevelt, Truman, and Eisenhower. Museum and railroad located 15 miles south of Miami.

Take U.S. route 1 to Rockdale, Fla., then go 4 miles west on Coral Reef Drive. Letters will be answered by Mrs. Lois C. Beekman, secretary, 811 S.W. 6th St., Fort Lauderdale, Fla. 33315.

Nassau County Ry., a mile long, is owned by American Ry. Equipment Association, dealers in second-hand rolling stock of all gages for restoration and preservation. NC is based in Hilliard, where it interchanges with ACL. Town is 30 miles north of Jacksonville on U.S. routes 1 and 301. Current motive power is a chunky 0-4-0 saddle-tank woodburner, a real rarity these days.

Along the line an assortment of locos and cars are in process of reconditioning for sale. Among the permanent rolling stock are 2 open-platform day coaches, one of which was built for Central of Georgia about 1880 and the other outshopped for Louisville & Nashville in 1913. Sat. and Sun. service is operated all summer; Sun.-only runs in spring and fall. No service after end of Nov. until spring. Admission to museum, operated in conjunction with short-line is 75¢, kids 35¢. Train fare (including museum admission) is $1.50 and 75¢. Contact Clyde Barbour, secretary, Box 278, Hilliard, Fla.

Six Gun Territory, near Silver Springs, runs a 36", 3.5-mile amusement-park line with 2 steam 4-4-0's and 8 open cars. Operates every day in year. Fare $2.25, kids $1.25. Other attractions include gunfights, saloon shows, and Indian dances. Frank McDowell is public relations director for the setup, Silver Springs, Fla.

GEORGIA

Stone Mountain Scenic RR. encircles Stone Mountain with about 4 miles of line. There are 2 steam locos, rebuilt to resemble the famous *General* and the *Texas.* One is an ex-Red River & Gulf and ex-Louisiana Eastern. The other is an ex-Texas & New Orleans.

ILLINOIS

Illinois Ry. Museum at Union, mostly trolley and interurban cars, also has ex-C&EI steam loco No. 7, a coach, and a caboose. The two-thirds-mile track is to be extended. Write 38 South Dearborn St., Chicago, Ill. 60603.

INDIANA

Indiana Ry. used to operate about a mile of line with an 0-4-0T pulling old interurban car. Summer trips on Sun. at Westport. No report received on current status.

Photo by contributing editor H. L. Kelso

Water stop of the 1.5-mile Ghost Town & Calico Railroad on Knott's Berry Farm.

MAINE

Boothbay Central RR., 2-foot gage, is expected to open at Boothbay Harbor, this year with an 0-4-0 loco, a wooden-bodied coach from the Wiscasset, Waterville & Farmington, and a museum. We have no other information.

MASSACHUSETTS

Edaville Railroad, a scenic 2-foot-gage line running thru cranberry bogs near South Carver, not far from Plymouth Rock, has stored rolling stock from the defunct Sandy River Line and the Bridgton & Harrison. Two Baldwin 2-4-4 tank engines and a brace of Vulcan 0-4-4T's steam along the 5.5-mile road. Trains operate daily June thru Labor Day and during Dec. for Christmas festivals. Fare $1.10, kids 50¢. A museum contains aged locos and cars, both standard and narrow gage. One of Nelson Blount's many enterprises. For more details query the road at South Carver.

MICHIGAN

Cadillac & Lake City Ry., 21-mile common carrier connecting Missaukee Jct. (North Cadillac) with Lake City, plus a branch to Falmouth. (See *Interesting Railfans* article on page 30) Service by tri-weekly, steam-powered, mixed trains Tues., Thurs., and Sat. from Jan. 2 thru June 11 and from Sept. 6 thru Dec. 31. Daily except Sun. all-passenger trains make from 2 to 4 round trips June 13 thru Sept. 5, plus extras and charters. All trains pulled by either a 2-8-2 (Baldwin, 1912) or an 0-4-0T (Alco, 1924). Road is eager for passengers, glad to run chartered trains. Five steel coaches, ex-Erie, ex-C&WI "Stillwells"; composite passenger car, way-car, business car. Fare $2.25, kids $1.25, lower rates for families and school groups.

Lake City attractions include Gust's Country Store & Museum (admission 50¢, Lake Missaukee (swimming, fishing), and Goose Lake camping ground. Lake City is on U.S. highway 131 in Michigan's lower peninsula. For further details query Wm. K. Viekman, vice pres., Box 2, New York, N.Y. 10040. If you plan to ride the mixed train, phone the road beforehand (Lake City 4-2641) to learn how it is running.

Marquette & Huron Mountain RR., said to be the nation's longest all-steam common carrier, is a 25-mile chunk of the former Lake Superior & Ishpeming. Road has 11 Consolidations from LS&I which pull commuter coaches or open end wooden-bodied cars. This freight and passenger line connects Marquette with Big Bay on Michigan's upper peninsula, along Lake Superior. Take U.S. route 41. Contact John Zerkel, M&MH, Marquette, Mich. 49855, Thunder Bay RR. Club.

MISSOURI

Heart of America Ry. Museum, re organized last year, has a 1901-built 2-8-0 steam loco, a 1916 diner, an 1890 coach. Write 554 S. Ash St., Independence, Mo. 64050.

NEW HAMPSHIRE

Mount Washington Cog Ry., gage of 4 feet, 9 inches, 3.25 miles, is located near Bretton Woods in White Mts., New England's highest (6,288 feet), and operates several steam locos built to climb grades up to 37 percent. No. 6 is America's oldest active loco, built originally in 1875, rebuilt several times. An even older engine, *Old Peppersass,* is no longer used but is kept on display. Road has 7 Alcos, 2 flats, and a tank car. Operates daily June 15 thru Oct. 16. Trains leave from base station near highway route 302 in national forest. Fare $5.95, kids $3. President is Arthur Teague, Mount Washington, N. H. 03589.

White Mountain Central RR., at Clark's Trading Post is geared low with 3 logging locos: Climax, Heisler, Shay, Also has a little Porter 0-4-0T and a 4-wheel Vulcan gasoline switcher. Currently only one mile is being operated but 4 more miles to a new ski area are under construction. Trains run daily July 1 thru Labor Day, after that Sat. and Sun until Nov. 1. Fare $1, kids 75¢. Non-operating equipment includes a Johnstown, Pa., streetcar and a Boston Mass., streetcar. Nearby attractions are Cannon Mt. Aerial Tramway, the Great Stone Face (about which Nathaniel Hawthorne wrote a famous novel), and Story Land. Clark's Trading Post is located on route 3 just north of Woodstock. For further details write railroader Mrs. Edward Clark at that address.

NEW JERSEY

Centerville & Southwestern RR.'s, beautiful little 4-8-4 No. 1501 was in the backshop last year but now has a new boiler and is on the job again. Road is 15" gage, 2 miles round trip. Train leaves every 15 minutes or so Sats. from mid-May thru Columbus Day and on Weds. in July and August. Fare 40¢, kids 20¢.

Black River & Western RR., has an all-out rehabilitation program in full swing to put its entire Flemington-Lambertville line (leased from PRR) in running order by midsummer. The 6-mile Flemington-Ringoes section is already in operable condition and the remaining 7 miles has crews of volunteer gandy dancers surfacing the track, putting in new ballast and replacing rotted ties. Six trains are carded (if traffic warrants) on the Flemington-Ringoes section Sat., Sun., and holidays April 15 thru Oct. 30. One-way fare $1, kids 50¢. Motive power includes a Lackawanna 2-6-0, a Consolidation from Colorado's Great Western, and a pioneer gas-electric loco. Flemington is about midway between New York and Philadelphia at intersection of state routes 202 and 69. Ross E. Rowland, Jr., Box 83 Ringoes, handles public relations.

Morris County Central RR., polishes the rails of the Morristown & Erie from the latter's depot in Whippany to Morristown; 11 miles round trip. A 2-8-0 (Baldwin, 1907), which formerly ran on the Southern, later the Virginia Blue Ridge, pulls trains made up of open CNJ steel coaches and a PRR wooden caboose. No. 1966 schedule available.

Pine Creek Railroad, 3-foot gage in Allaire State Park, has a "mainline" of a mile. Locos on exhibition include a 2-truck Shay, a 4-4-0T built in England by Stephenson in 1887, and 4 unusual slim-gagers. There are cars from the East Broad Top and from Ireland side by side, too many to list here. Non-rail sights embrace deserted village and a restored hog-iron community. Booking agent is Herbert M. West, 132 Wynnewood Dr., Freehold, N.J. Allaire is 3 miles southeast of Farmingdale on Monmouth County Route 524. Fare 25¢. Season is from April 23 thru Nov. 13. Trains run on 20-minute schedule Saturdays, Sundays, and holidays.

NEW YORK

Arcade & Attica RR., is now in its 6th year as a steam-passenger road with more than 100,000 riders. An ex-Escanaba & Lake Superior 4-6-0 will probably be at the smoky end, with a Consolidation (from Boyne City RR.) held in reserve. Former Lackawanna all-steel, open platform coaches and combines make up the train, which is based in Arcade. This 7-mile line goes through a lovely pastoral area. Service begins May 1, ends Oct. 30. Week-ends May thru Oct. and Wed. afternoons during July and Aug.; also holidays when week-end schedule applies. Fare $1.50, kids 75¢.

NYO&W business car (built by Jackson & Sharp in 1886) is on display at Arcade. Other museum pieces are 2 old side-door cabooses, Russell plow, and crane car. Road has two GE 44-ton diesels for freight. Arcade is on New York highways 39 and 98. Letchworth State Park, "Grand Canyon of the East" is 20 miles away, while Niagara Falls is 50 miles away. "Railfans are always welcome on the A&A," writes Edward A. Lewis, assistant to president, Box 347, Arcade, N.Y. 14009. "Ours is the only road I know of which allows everybody to go through the loco cab."

Leatherstocking Line, in the heart of James Fenimore Cooper county, has a diminutive Porter saddletank 0-4-0 pulling 2 passenger cars on enclosed grounds of Woodland Museum 3 miles north of Cooperstown. Admission to Museum includes train ride. Season. April 28 thru Oct. 31. Head of the Museum is Louis B. Hager, Cooperstown, N.Y.

Livonia, Avon & Lakeville RR., is a common carrier chartered to take over Erie-Lackawanna's 13-mile Livonia-Avon branch. The new owners may operate summertime steam trains to help put their company in the black. Road acquired the 1920, 2-8-2 Baldwin, from Buffalo Creek & Gauley, but the expense of putting her in shape proved to be more than was expected. A 45-ton diesel is being used for freight service. Company offices are at Livonia. No word on plans for this year.

Middletown & Orange RR., operated by Empire State Ry. Museum, shuttles between Middletown and Slate Hill 5.5-miles. Trains run on Middletown & New Jersey rails, leaving from that shortline's depot, 140 E. Main Street, Middletown. You can ride behind ex-Sumter & Choctaw's 2-6-2

D&RGW's slim-gage Silverton train crosses the picturesque Animas River.

in a gon, steel coach, open-platform wooden car, combine, or crummy amid a shower of cinders. Trains leave at 12 noon, 2, and 4 p.m. Suns. from June thru Oct. Sats. in July and Aug. No holiday operation. Fare $1.25, kids 75¢. Take Erie-Lackawanna from Hoboken direct to Middletown. For brochure write Empire State Ry. Museum, P.O. Box 536, Middletown, N.Y. 10940, or phone (914) 343-1030.

NORTH CAROLINA

Graham County R.R., will have passenger service on 3.5 miles of its 12-mile line, starting about June 1 and ending in late fall. Three Lima Shays will pull open-side, roofed passenger cars that are now being built. Trains will leave at a point on route 129, four miles north of Topton and 7 miles south of Robbinsville. Spotted near highways will be old rebuilt railway cars, diner, Pullman, boxcars, caboose, and 3-truck Shay. Write Fontana Village Resort, Fontana Dam, N.C. for info on this Smoky Mountain shortline in scenic western North Carolina.

Tweetsie RR., 6 miles long, has the famous narrow-gage 4-6-0 (Baldwin, 1917) originally owned by East Tennessee & Western North Carolina. When the ET& WNC abandoned most of its line, it sold the 4-6-0 to a group of railfans in Harrisonburg, Va. In 1955 title passed to Gene Autry "cowboy" singer, who peddled it to its present owners in 1956. Tweetsie also has a Baldwin 2-8-2 from the White Pass & Yukon. Fare $2.10, kids $1. Trains leave Blowing Rock, between Johnson City and Lenoir, on U.S. routes 221 and 321. Service is every 30 minutes from 8 a.m. until dark daily, June 1 thru Oct. Expect a "Wild West" setting and beware of Indian fights. Bossman is Harry C. Robbins, Blowing Rock, N.C.

OHIO

Cedar Point & Lake Erie R.R., is a wonderland of narrow-gage locos and roll-

Louise Sawyer rode her live horse to a place near Robbinsville, N.C., to see and ride behind an old iron horse (Shay No. 1926) of the Graham County Railroad. Photo by H. Reid, 8549 Wayland St., Norfolk, Va.

ing stock. Five live steamers carrying nameplates of Baldwin, Davenport, Porter, and Vulcan burnish the rails, which are 3 feet apart. Three locos are 0-4-0's. one is a 2-6-0, and another a 2-4-4T. Two Porters and a Lima are on display. Last summer over 811,000 persons rode this 1.6-mile pike, requiring frequent operations of 2 trains. Fare 50¢, kids 35¢. Runs daily May 30 thru Labor Day. Geo. A. Roose, pres. of the line. Sandusky, Ohio 44870, will send you a brochure on request.

Ohio Ry. Museum is primarily a trolley haven but has a fine 4-6-2 Alco and a 0-4-0 saddle-tank Vulcan to mix cinders with sparks. It operates 1.5-mile line in Worthington on Proprietors Road, 2 blocks north of state highway 161 and a mile west of route I-71. Steam, mostly on week-ends will start around June 1 and end about Oct 15. Only fare is a voluntary contribution. Museum is famous for large collection of interurban cars, city trolleys, work equipment, juice locos, gas-electric doodlebug, business car, etc. Get schedule from Virgil Eberly, secretary, ORM, Box 171, Worthington, Ohio.

OREGON

Portland Zoo RR. North America has many zoo railroads, but this is one of the very few which run steam trains. Line was promoted by two distinguished *Railroad Magazine authors,* Stewart Holbrook and Senator Richard L. Neuberger both deceased. It has 1.25 miles of 30" gage in lovely Forest Park. Its 4-4-0 steamer, modeled after an 1876 Virginian & Truckee engine, pulls 5 old-style coaches. There is also a *Zooliner,* fashioned from General Motors' *Train of Tomorrow.* Line was very popular with delegates to 1965 NRHS convention. Freeman Hubbard is on its board of directors.

Vernonia, South Park & Sunset RR. operates 21 miles over Spokane, Portland & Seattle trackage, with high wooden trestles and 4 percent grade. It links the towns of Banks and Vernonia. Crewmen are SP&S employes assisted by volunteer helpers. Road has a 2-6-2 and a 2-6-2T, both Baldwins; also a 3-truck Heisler. Passenger equipment is all ex-Oregon Electric, consisting of 4 coaches, a baggage car, and an open-air observation car. Four-hour round trip costs $3.50, kids $1.75. Trains run Sun. only from June 4 thru Sept. 25, leaving at 2 p.m. until mid-July, then 10 a.m. and 3 p.m. No holiday runs unless they fall on Sun. Roster includes several ancient cabooses.

Additional locos and other railroadiana are being acquired. Terminal at Banks is 25 miles west of Portland on U.S. route 26. Seats are reserved in advance, so book early. President is Charles E. Hayden, 400 N.W. Beaverdam Rd., Beaverton, Ore.

PENNSYLVANIA

Ashland Community Enterprises has been operating a 36"-gage road from the anthracite town of Ashland to the Pioneer Mine with an 0-4-0T and coal cars for persons who wish to see inside a coal mine. No info. available on current status.

Carroll Park & Western RR., advertised as "America's only 4-foot-gage passenger line," has the further distinction of operating the last Climax geared engine ever built, which was in 1928. A 2-4-0T rod loco also is on hand. They have Civil War type coaches and slim-gage cars from Newfoundland Ry. Road is located 3 miles east of Bloomsburg on U.S. route 11, Trains run week-ends during June, Sept., and Oct.; daily during July and Aug. Season's first trip May 30. Runs holidays. Four-mile round trip costs 55¢, kids 40¢. Timetable available from C.C. Stahl, vice pres, and gen. mgr., CP&W, Bloomsburg, Pa. Nearby is the Magee Museum, operating old trolleys.

East Broad Top RR., a "registered national historic landmark." is a-throb with enough smoke and cinders to please the most avid steam buff. This 3-foot-gage carrier died as a commercial venture but was resurrected as an operating curio and tourist attraction. Four Baldwin Mikes and a fleet of quaint little cars take you on a memory trip to the past. Tickets $1.50, kids 75¢. Ten-mile round trip lasts about an hour. Trains run week-ends during June, Sept., and Oct.; daily during July and Aug. thru Labor Day. Added attraction is the trolley line on the EBT's former Shade Gap branch. On hand also is a colorful collection of some 200 pieces of rolling stock; steam, electric, and gas-electric, both standard and narrow gage. Museum and railway, at Orbisonia on route 522, may be reached through interchange 14 (Willow Hill) on Pennsylvania turnpike from the east or interchange 13 (Fort Littleton) from the west. Write C.R. Wilburn, operating vice pres., Orbisonia, Pa., for further details.

Everett RR. steams over part of the late Huntington & Broad Top Mountain (no relation to the current or former EBT) on a 3.5-mile standard-gage line. Baldwin 2-6-2 No. 11, which wheels open and closed coaches, came from the Morehead & North Fork in Kentucky, Everett is a full-service railroad, hauling carload freight as well as tourists. Its Whitcomb diesel saw service in Africa and Europe. Adults pay $1.25, kids half fare.

"Varnish" service on Sat., Sun and holidays, May 28 thru Oct. 31. Line is located in the town of its name and interchanges with the Pennsy at Mt. Dallas. To reach Everett, leave Pennsylvania turnpike at Bedford or Breezewood and go on route 30. Timetable and leaflet available for the asking. Write Howard C. Hinish, Everett RR., Station St., Everett, Pa. 15537.

Penn View Mountain RR. has a double-switchback route near Blairsville overlooking Packsaddle Gap on the Conemaugh River. Its rod-thrasher is an ex-Duquesne Slag 0-6-0. There are also a home-made observation car and an old Pennsy crummy. Runs May 30 thru Oct. 30, Sat. and Sun.; daily during July and Aug.

Rail Tours Inc. will operate again over the Maryland & Pennsylvania from York to Delta 34 miles. It has 3 operable locos: a 4-6-2 Canadian, an 0-6-0 Porter, and another of same type, built by the Reading and said to have been the last steamer in regular service on a Class 1 railroad. Equipment will probably include Reading all-steel coaches, an observation car, and caboose. On display are passenger and freight engines built by Montreal and Porter. Trains will run Sundays only April 17 thru Oct. 23. Tours' president is George M. Hart, 490 E. Market St., York, Pa. 17303.

Strasburg R.R., America's oldest short-line, is a standard-gage carrier with passenger service the whole year. Short (4.5 miles) but long in history (age 134), Strasburg has a bucolic charm, being in the colorful Amish and Pennsylvania-Dutch countryside. Genuine and unspoiled as the Amish folk it serves, the road is plain, functional, and frugal. For 10 months each year steam is king. Usually during Jan. and Feb., when riders are scant, it trots out a GE diesel-electric or a little gasoline Plymouth to haul a box-car or gondola over the line.

Road has the only operating Camelback

extant, an ex-Reading 0-4-0. Its other wholly-owned steamer is a former Canadian National 0-6-0. Most photogenic, however, is a trim 4-4-0 leased from Pennsy. Vintage cars, including 3 leased, wooden-bodied, PRR coaches, are part of all passenger consists. On display in Strasburg are rare museum pieces, but a really big museum is in the works. How big? A million-dollar project, for the Commonwealth of Pennsylvania will locate its new museum of railroadiana there.

Vice President Bill Moedinger says service operates week-ends during winter, and daily beginning early June and thru late Oct. During the busy summer tourist season round trips a day will be carded, starting at noon and ending 7 p.m. Round trip $1.25, kids 50¢. Line links Strasburg, where HQ is located, with Paradise (Leaman Place), the latter being on the Pennsy's electrified main line between Philadelphia and Harrisburg. Perhaps after the proposed museum is opened, Pennsy will stop there, but as of now all trains barrel thru without halting. Strasburg is on highway 741, ten miles southeast of Lancaster. Write to Strasburg Rail Road, Box 70, Strasburg, Pa.

Wanamaker, Kempton & Southern RR., the "Hawk Mountain Line," operates over 3-mile abandoned Reading branch with Prairie-type loco (late Bonhomie & Hattiesburg Southern) or Porter 0-4-0T, ex-RDG or Lackawanna coaches, gons, and a caboose. Road is based in Kempton at intersection of state routes 143 and 737, about 18 miles west of Allentown. WK&S operates in scenic rural locale ideal for hiking and fishing. No word as to this year's schedule. President is Wm. Huyett, 223 N. 6th St., Reading, Pa. 19601.

SOUTH CAROLINA

Swamp Rabbit RR., consists of 4.5-miles of standard gage in Cleveland on U.S. route 276, 18 miles north of Greenville. A dolled-up Vulcan 2-6-2 or a Baldwin 0-4-0 pulls this amusement-park train. There are bandits, but brave marshals keep them at bay in the faked hold-ups. Fare of $1.80 may be upped this year; children 80¢. Trains run Tues. thru Sun., starting in June. Query J. V. Cannon, general manager, P.O. Box 8, Cleveland, South Carolina, for details. He likes fans.

SOUTH DAKOTA

Black Hills Central RR. will give you a ride on either narrow-gage or standard

Groups of school children get special trip rates on Arcade & Attica Railroad.

or both. This 2-gage, 2-division carrier has a common point at Oblivion, S.D. Three-foot gage links Oblivion with Hill City. Standard connects Oblivion with Keystone. Both "divisions" have steep grades up to 4 percent. Slim gage has ex-White Pass & Yukon 2-8-0 and an ex-Sumpter Valley Shay. Standard portion has a 2-6-2 from the Prescott & Northwestern. Headquarters is at Hill City, S.D. No word on this season's activities.

TENNESSEE

Goldrush, Pigeon Forge, Gatlinburg & Western RR. is a Tweetsie-type line on the Tennessee side of the Great Smokies. It's a 5-mile, 3-footer with an engine from WP&Y. Train steams out of Pigeon Forge (Goldrush Jct.) every 40 minutes daily June 1 thru Oct. 31. Adults $2.10, kids $1. Brace yourself for Indians on the warpath and train robbers. Get a folder from Spencer Robbins, GPFG&W, Blowing Rock, Tenn.

Tennessee RR. Museum, Chattanooga, has large collection of steam and electric rolling stock and plans to operate a rail line in near future—we don't know when. Will some readers please tell us?

TEXAS

Six Flags Over Texas, an amusement park on Dallas-Fort Worth turnpike, operates mile-long, 3-foot-gage line having Alco and Porter locos and 9 cars. Service starts April 16. Week-end operation in April, May, Sept., Oct., Nov. Daily in June, July, Aug. David Blackbun is director of public relations, Box 191, Arlington, Texas.

VERMONT

Green Mountain RR. is operated by F. Nelson Blount, who is even better known for his museum called Steamtown. U.S.A. Town has a locomotive-population of 35 which may reach 40 this summer. Operating motive power includes Canadian 4-6-2 and 2-6-0 and Baldwin 2-8-0. Colorful assortment of ex-B&M commuter coaches. Service runs from May 28 thru Oct. 30. Will probably operate daily July 25 to Oct. 12; week-ends May 28 to June 25 and Oct. 15 to 30. Subject to change. Fare $2.50, youngsters $1.25. This line used to be part of the Rutland Railroad.

Trains run 26 miles from Bellows Falls to Chester over part of Green Mountain RR., of which Blount is president. In Blount's stable of iron horses are a Union Pacific "Big Boy," a CPR 4-4-4, a 2-truck Shay, several tank engines, and many other old and contemporary locos, when you finally break away from the goodies of Steamtown, see "The Old Vermont Village" nearby. Bellows Falls is on the B&M, which runs daylight trains en route between New York and Montreal in conjunction with the New Haven and CN. For more pointers on this Valhalla of steam engines write Advertising-Public Relations Dept., MS&N, Box 71, Bellows Falls, Vt. 05101.

Vermont Ry., operates between Rutland and Burlington over part of the former

Penn View Mt. Railroad train rounds curve at Ticonderoga Crossing. The owner and the conductor is Sloan Cornell.
Photo by Bill Graff

Rutland RR. and is a common carrier but runs special fantrips with Green Mountain RR. equipment. They have the use of 2-8-0 No. 97 and own some ex-B&O coaches. Jay Wulfson, the boss, leases trackage from the State of Vermont, which acquired the old Rutland RR.

WASHINGTON

Puget Sound & Snoqualmie Valley RR. has some 35 pieces of equipment: steam locos, business cars, sleepers, and a caboose. Also an abandoned Northern Pacific spur. Whether and how much they operate we do not know. They also have an interesting railroad museum.

WEST VIRGINIA

Cass Scenic RR., is a state-owned Shay-powered, 4-mile mountain line with switchbacks and grades ranging from 4 to 10 percent. Open flats, with or without roofs, give passengers a close-to-nature feeling. All Shays are Lima-built of 3-truck type, slow but powerful and ponderous. Trains leave Cass (5 miles from state route 28) on a schedule, May 21 thru Oct. 30. From May 21 to June 12 trains run week-ends and holidays. Daily except Sunday June 18 thru Sept. 5, Saturdays and Sundays only Sept. 10 thru Oct. 30 Road will be extended another 8 miles to the top of Bald Knob, elevation 4,842 feet. Non-rail attractions are Wildlife and Civil War museums at Cass. Superintendent of Cass Scenic is Kenneth K. Caplinger, Cass, W. Va., 24927. Plenty of engine smoke guaranteed with each $2 ticket; half fare for juveniles.

WISCONSIN

Historyland in Hayward hopes to run steam-powered passenger trains between Hayward and Bayfield over North Western branch, possibly this summer. Now has 3 coaches, mail-baggage car, club car, diner-lounge, and a Pullman. Talks with C&NW are still in preliminary stages. Contact Anthony Wise, Historyland, Hayward, Wisc., 54843.

Swamp Rabbit Railroad Train at Cleveland, S.C., is frequently held up by fake bandits but protected by brave marshals.
Col. James G. Bogle, 1749 Dyson Drive N.E., Atlanta, Ga. 30307

Flaunting Confederate flags is No. 192 of the Goldrush, Pigeon Forge, Gatlinburg & Western. **(Details on page 27.)**

Shays 7 and 8 doublehead Cass Scenic train up Cheat Mountain.

Gorgeous scenery on Rio Grande's Silverton line. (Details on page 23.)

Laona & Northern Ry., like the Reader, runs mixed trains. It has 2-6-2 (Vulcan, 1916), replacing a diesel during summer season. Dubbed "The Lumberjack Special," the train has an all-steel Soo Line coach, a yellow caboose, and freight equipment. Line connects Laona with Laona Jct., 17 miles. First trip about June 13; last on Sept. 2. The steamer makes one trip each day. Mon. thru Fri. leaving Laona at 10 a.m. Round trip $1.75, kids 75¢. Shortline is operated by Connor Lumber & Land Co. Write Roy Evans, public relations, Box 810, Wausau, Wisc., 54402.

Rattlesnake & Northern RR., run by rapidly expanding Mid-Continent Ry. Museum, has 4.5-mile line south from New Freedom which used to be a C&NW branch, Riding luxuriously in a former C&NW wooden-bodied observation car behind and ex-Dardanelle & Russellville Mogul under a canopy of billowing coal-smoke is, indeed, a happy experience. Round trip $1.25, kids 75¢. Trains run May 28, 29, 30; June 4, 5, 11, 12; then daily after June 18. Last trip not indicated.

Attractions include a 2-6-0 known as "the Swamp Rabbit" from Louisiana Cypress Lumbering Co. and a squat 2-4-2T from a steam generating plant. Cars include an East Jordan & Southern combine, a Copper Range combine, a Milwaukee trolley, a North Shore interurban, and a century-old horsecar. For devotees of the "big top" the Circus World Museum, largest and most colorful of its kind and including live animals, only 7 miles away at Baraboo. North Freedom is on state route 136. Contact Richard M. Hinebaugh, 2430 Rockaway Lane, Brookfield, Wisc.

Riverside & Great Northern RR., 15"-gage 2.5 miles long, operates 3 steam locos in connection with an oldtime village at Wisconsin Dells, on Stand Rock Road.

Wisconsin & Yesterday RR., part of the National Transport Museum at Green Bay, is an operating railroad a mile long. Museum has a wide range of interesting locos, cars, other equipment. A union Pacific "Big Boy" dominates the show.

CANADA

Canadian Historical Society Museum is building an operating line for both steam and trolleys at Delson, Quebec.

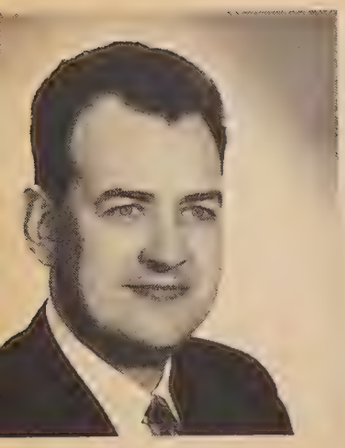
Cowichan Valley Ry., a mile long, is operated by Cowichan Valley Forestry Museum near Duncan, B.C. Last year its little 0-4-0T hauled passengers during summer months. Plans for this summer have not yet been announced. ●

Photo by Elliott Kahn, 75-48 183rd St., Flushing, N. Y. 11366

Old Dardanelle & Russeville Mogul now hauls ex-C&NW observation car of the Rattlesnake & Northern Railroad run by a museum at North Freedom, Wisconsin.

"Train of Yesterday" approaches the station of American Railroad Equipment Association, Inc., at Hilliard, Florida.

Interesting Railfans No. 41



WILLIAM K. VIEKMAN

by Freeman Hubbard

The family cat, named Beauty, is curious about Bill's collection of quaint old time shaving mugs. Bill wants a railroad-picture mug but doesn't know where to get one.

AN ITEM printed in *Railroad Magazine* eventually led William K. Viekman and three other fans to organize and run a common-carrier freight and passenger railway, the Cadillac & Lake City in Michigan, one of the many steam shortlines that have sprung up all over the country, and this is how it happened:

Through our *Switch List,* Bill got in touch with H. Howard Noble by mail. The two fellows met at Detroit in 1955 and began planning to establish a railroad. Later, Clifford Lenten and Ronald Richards also got into the picture. Events moved slowly. Looking for trackage on which freight business could be supplemented by some seasonal passenger revenue, the would-be "empire builders" surveyed the vacation area of Michigan's lower peninsula and decided upon a 21-mile weed-grown branch, Missaukee Jct.-Lake City-Falmouth, which the Pennsy wanted to abandon.

In conference with Pennsy officials a price was agreed upon. The fans organized a holding company and floated a stock issue to finance the venture. But the Interstate Commerce Commission had to be reckoned with. The formal petition to that body was a tedious catalog of paperwork. An almost unbearable waiting period followed. At length in May, 1964, after the new company had bought its first piece of rolling stock, a caboose from the PH&D, and refurbished it, the ICC gave its approval.

"Desperately needing time and money to get the C&LC started and with the tourist season about to begin," Bill tells us, "we rolled up our sleeves to do the impossible. The branch had no depot, no buildings or operating facilities of any kind.

"We leased No. 11, an 0-4-0T in operable condition, hired her owner as engineer, and bought some ex-Erie coaches from the C&WI which no longer needed them. Work piled up. There seemed to be a thousand priorities: readying the 0-4-OT for common-carrier passenger service, maintenance of way needs, painting, new parts for the coaches, office space, book-keeping, fuel, publicity, printing, parking space for passengers' automobiles, plumbing, and so on.

"On June 19, 1964, hundreds of people milled around North Cadillac in a boiling sun, without a drop of water in sight, waiting for the first train that was an hour late. The local high school band had played itself out, and wilted. I was the conductor on the train consisting of the 0-4-0T and a lone coach. We approached the crowd with sinking heart. Our speeches to the crowd were poor. I apologized to the people who couldn't squeeze into the coach and urged them to come back again. With a whistle and a wheeze, No. 11 pulled out and the C&LC became an operating freight and passenger shortline."

Since then, the C&LC has been fortunate. It carried 21,000 riders that first season and within 18 months its carloadings more than doubled. Last year, through, 40,000 passengers were expected but hard drenching rain came, nine solid weeks of it, and the fares dropped to 20,000. The outlook this year is more hopeful. A new industrial plant just located on the line should raise carloadings, and 13,000 people gathering at Cadillac for a long conference this season will need entertainment, so the road's passenger business may be very good.

Bill Viekman, who is vice president of the C&LC, was born Jan. 28, 1926, in the Bronx section of New York City. The only railroader in Bill's family tree was his maternal grandfather who, during World War 1, engaged in forced labor for a Russian railroad-building group in his native Estonia. At the age of five, Bill visited Europe with his family and traveled on some of the same rail lines his grandfather had helped to build or repair. Later he became a train-watcher. Switching operations in the New York Central's nearby University Heights yard fascinated him, as did the steam-powered trains that chugged through a park where he liked to go fishing.

He also took an interest in the New Haven's busy steam trackage, streetcars of the Third Avenue Railway, and the fading electric interurban New York, Westchester & Boston. In the spring of 1946, learning that buses would soon be substituted for trolleys on Broadway, he began collecting streetcar transfers

Photograph by William K. Viekman

Canadian Pacific winter: red snowplow and 4-4-0 steam loco 144, built in 1887.

and later electric railway tickets also, to save as souvenirs. In 1947 he rode the United Electric Railway lines in Providence, R.I., acquired more transfers, and shot his first streetcar photo with a box camera. And while in Providence he bought, for the first time, a copy of *Railroad Magazine*. Steve Maguire's transit department thrilled him.

"Never before," he recalls, "had I been more enthusiastic over a purchase. To think that other fellows, like myself, were photographing streetcars and saving transfers! I am grateful to *Railroad* for that discovery and for telling me about the Electric Railroaders' Association and its fine publication, *Headlights*."

"*Railroad*," he says, "offers good reading matter to the man at the throttle, the conductor and brakeman, the station agent, and the man who throws switches. *Trains* magazine, on the other hand, appeals more to the executive. I like *Trains*' up-to-the-minute news reporting but I can't get interested in much technical detail. The two magazines supplement each other. I fully expect to continue reading both."

Railfan No. 41 expanded his collection of transfers and tickets from New York's five boroughs to include New England and then at least one item from every state in the Union. By 1950, he reached this objective after much correspondence, Nevada being the toughest, but sold the entire collection to a Philadelphian for $16. This sale enabled him to buy a used Argus C-3 camera and, with the aid of Steve Maguire's list of remaining trolley lines, made color slides of various traction lines. He used as much time and funds as he could spare to take pictures of such lines. His first shot of a steam engine was made at Caldwell, N.J., on the day of Public Service's last Bloomfield Avenue trolley run.

"One day while riding through Allentown, Pa., on a city trolley car," he recalls, "I saw one of those big, red, railroad-roofed, Jewett-built, interurban freight motors bound for Philadelphia over the Liberty Bell Line. Not having known of the existence of those ex-800's, I felt suddenly thrust into the full glory of the heavyweight interurban era, got off the car quickly, and raced back with my camera. By that time the ex-800 type had gone, but I learned that early next morning some Jewetts would be lined up at the trolley freight depot. That night I slept in a bus terminal and at sunup I photographed those interurbans from every angle."

Bill's picture collection amounts to about 2,000 photos and slides, all taken by himself, some of which include human interest. "Train crews always look good to me," he says. He also has some cap badges of conductors and motormen. His former collection of traction cap badges from 33 states, which he says was the second largest in the country, is now the property of the Illinois Railway Museum at Union, Illinois. Bill has cacheted RPO covers, old cardboard ticket stubs, old timetables, railroad boks, and files of *Railroad*, *Trains*, and *Headlights*. He collects antique shaving mugs, too, and wants to get a railroad-picture mug.

Woodland scene: New York Central 2-8-0 type engine No. 1198, built by Brooks in 1909 and photographed by Bill Viekman at Leamington, Ont., Canada, in 1956.

"During 1952, Bill and I often went on fantrips together," writes David W. Herb of Branchville, N.J., "covering the Metropolitan Transit Authority in Boston, Ponomah Mills in Connecticut, and New Haven steam excursions. In Providence, Bill found an old hatmaker who used to turn out motormen's caps for the United Electric Railways and persuaded him to make a UER-style cap for each of us. We wore that headgear, adorned with badges from Bill's collection, on our various trips.

"Bill got to know the UER pretty well during his student days in Providence. He was allowed to take a turn at the controls of the last car on the Butler Street line. A picture of him riding that car appeared in a newspaper the next day. As Bill was supposed to have been in his college dormitory at that time, he had to do some fast talking to explain the picture to a member of the faculty."

The subject of this sketch was studying for the ministry. While attending a meeting in a Baptist church in New York he met a slender girl with greenish brown eyes, Constance Grace Christie, whom he later married. Bill was ordained in 1952, being the second clergyman in our *Interesting Railfan* series. For a while he and Connie had some tough sledding.

"As a student pastor he was often on the brink of poverty," Dave Herb tells us, "and had to dispose of some of his railroadiana to make ends meet. After his years in college to prepare for the mission field, he was forced to wait and pay debts incurred for his education. He left the matter in the Lord's hands and took a job selling vacuum cleaners until the way opened up.

"At length, in 1957, Bill and Connie were sent to Japan. Bill was ready to give up his railfan activities completely as an obstruction to his mission work, but discovered he could carry on his hobby. It so happened that the rail activities were a big help with his mission work as well as his personal life, bringing him many friends which other-

The Viekman youngsters, Meredith and Janice, are trying to coax the cat Beauty indoors out of the snow and slush.

Bill's wife, Connie, is looking over some of the Japanese Railways teapots that recall fruitful years spent in Japan.

wise he would probably not have met."

At Tokyo he took an intensive course for two years in the Japanese language. "It was, without question, the most difficult task I ever undertook," says Bill, "requiring a total of nine hours of concentrated daily study to make the grade." Following that, the Viekmans moved 100 miles west to Kofu, where Bill became manager of a Bible book store and responsible for a radio program, besides supervising the ministry of a tiny Japanese church. In spare time he served as Far Eastern editor of the *International Railway Journal,* a *Trains* magazine columnist, and technical advisor to the Japanese National Railways.

"When I consider how far Japan has progressed rail-wise," he comments, "I'm amazed that they felt I had something to contribute as advisor."

After being in Japan for five years and just before they left, Bill and his wife were given a testimonial dinner by the president of the Japanese Railways and presented with three Japanese verses painted on silk and mounted on plaques. The president himself had written those verses. In Japan, such presentations are considered the highest form of tribute that one man can extend to another. Bill and Connie plan to go back to the Orient this year for a few months.

At present Railfan No. 41 is New York area director of International Students, Inc., a nation-wide, interdenominational, church-related organization that offers overseas visitors hospitality and a share of America's cultural and spiritual heritage. From time to time he has done a wide variety of things. As a Medical Corps man in the Navy in World War II he went ashore in the invasion of Okinawa. Later, while still in the Navy, he was assigned to a ship which recharged lighthouse batteries on 49 islands of the Philippines. He received the Expert Rifleman ribbon and a unit citation in addition to the standard medals for combat participation. In Japan he was an aqua-lung diver, sometimes going down to a depth of 110 feet in search of antiques. He also has the curious hobby of seeking—and sometimes finding—old coins on sandy beaches with the aid of a metal-detector, and he looks for artifacts on old American battlefields.

To keep physically fit Bill does considerable walking, 24 to 28 push-ups at a time, a posture exercise, and a dozen daily knee-bends, and has never used liquor or tobacco. He resents people smoking in cars marked "No Smoking" and he deplores the nightmare of national debt—"we are now spending our grandchildren's money"—and loud-mouthed "snow birds" who sit in the club car, talk up air travel at the expense of the rails, and bemoan cancelled flights. Except when he is too brain-fagged for anything else, he detests TV and especially most of its commercials.

Bill's sense of the value of time is almost an obsession. He constantly drives himself. "Wasting time," he says, "is a cardinal sin, because we live but once." Almost reluctantly he concedes that everybody needs a moderate amount of rest and diversion. When things seem to gang up on him or he is treated unfairly, No. 41 finds refuge in a verse from the Bible: "Trust in the Lord with all your heart and lean not on your own understanding. In all your ways acknowledge Him and He will direct your paths." And he says: "The most important decision I ever made was acceptance of the Lord as my personal saviour, in 1941."

The Viekmans have two children: Janice, 13, and Meredith, 8. They live in Upper Montclair, N.J., at 10 Mountain Place, within earshot of Erie-Lackawanna freight and commuter trains. Bill likes to lie in bed at night listening to the flanged wheels rumbling over steel rails. Our next issue will have one of his color-shots, "A Mike at Sunset," on the front cover.

One of the many trolleys Bill rode while in Japan: Nishi Nippon 102, Fukuoka.

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 *What can you tell me about the railways of Vietnam?*

The first railway in what is now Vietnam, from Saigon to Mytho, was opened in 1885. Other sections were completed and put into operation between 1902 and 1936, when Saigon and Hanoi were finally linked. The non-concessionary lines of Indo-China that are within Vietnam territory were taken over by Vietnam on May 26, 1952, and became part of the *Regie des Chemins de Fer du Vietnam*, or national rail system, which is meter gage, 794 miles long.

According to the *Directory of Railway Officials & Year Book*, latest edition, the system has 85 steam engines, 39 diesel-electric locos, 6 diesel railcars, 10 gasoline-powered railcars, 199 passenger cars, and 1,920 freight cars, but bombs have destroyed some of this equipment since the *Directory* came out. We hope some reader now fighting in Vietnam will tell us about the railways there and, if possible, send photos.

2 *Did the Baltimore & Ohio ever use electric locomotives?*

Yes, in Baltimore, Md., on the Belt Line from Henrietta Street, just south of Camden station, to Waverly tower, 3.75 miles, mostly underground. This line was opened for passenger trains May 1, 1895, at which time it used coke-burning locomotives. When freight service was added Aug. 4th of that year electric locomotives went into service, but the first trial of B&O electric locomotives was made June 27, 1895. Originally the power came from an overhead electric slot, but third-rail replaced it in March, 1902.

3 *What is the average life expectancy of a railroad man, like myself, retiring at age 65 with no physical disability?*

You are likely to draw an annuity for at least 13 years, according to the U.S. Railroad Retirement Board. If you were retiring at 70 with no physical disability, your expectancy would be 10 years. But each man is an individual. He is not governed by statistics. Many retirees, like our friend Bill Knapke from the Southern Pacific, are still cashing annuity checks in their late 90's, and some even pass the 100 mark.

A great deal depends upon your mental attitude, your habits of everyday living, the kind of meals you eat, and whether or not you add wheat germ to your daily diet in addition to modest amounts of vitamin and mineral food supplements. All these factors contribute to good health. Visit your public library for modern books to read on gerontology and nutrition. Keep active, eat wisely, go slow on drugs, don't live too much in the past, ignore vital statistics, and you'll probably carry on much longer than the life expectancy allotted to your age group.

4 *When was the Canadian Pacific completed from coast to coast?*

Nov. 7, 1885, eastern and western sections of the transcontinental railway were joined at Craigellachie, B.C. The first through train to the Pacific Coast left Montreal on June 28, 1886. Through service from Montreal to Port Moody, B.C., began in July of that year and was extended to Vancouver in May.

5 *Which railroad tunnel is the longest in North America?*

The Great Northern's Cascade, 7 miles and 1,397 yards, opened Jan. 12, 1929. Second longest is the Moffat on the Denver, Rio Grande & Western, 6 miles and 373 yards, Feb. 27, 1928. Third is the Hoosac on the Boston & Maine, 4 miles and 1,230 yards, Feb. 9, 1875. No. 4 is the Canadian National's Mount Royal, 3 miles and 268 yards, Oct. 21, 1918.

If you had asked about the world's two longest tunnels we would say the Simplon II, 12 miles and 559 yards, opened Oct. 16, 1922, and the Simplon I, only two yards shorter, June 1, 1906. Both link Switzerland with Italy and are operated by the Swiss Federal and Italian State railways.

6 *What is the purpose of a feedwater heater in an oilburning steam loco?*

It reclaims the heat in a portion of the exhaust steam that otherwise would be wasted at the stack, and returns it to the boiler in the feedwater. This salvages a large amount of waste heat and reduces the amount of heat required in the firebox to raise the temperature in the water in the boiler to that of the steam at the prevailing boiler pressure.

The proper use of feedwater heaters insures a fuel saving of from 10 to 20 percent, depending on operating conditions. This saving is due to the fact that less oil is required to convert hot water into steam and in part to the increased efficiency of the boiler because it has less work to do when part of the water-heating is done in the heater. As the waste steam is condensed and re-used in the boiler feedwater, the heater also has the effect of increasing the effective water capacity from 12 to 15 percent.

7 (a) *When the U.S. Government took control of our railroads during World War 1, were railroaders considered employes of the Government or of the various companies?* (b) *What was their draft status?*

(a) Working under William G. McAdoo, Director General of the Railroads, they were both company employes and Federal employes. The companies carried on under Government control to some extent the same way they had acted in peace time, paying their own employes, etc., but were overruled by the Railroad Administration in matters concerning the nation as a whole, such as priority shipments, troop movements, allocation of supplies and equipment, and so on.

(b) Key employes of essential industries, which included railroading, were exempt from direct military service, but many railroad men were drafted into the U.S. Transportation Corps.

8 *Who wrote "The Red and the Green"?*

We don't know. Maybe some reader can tell us. Here is the poem:

A little child on a sickbed lay
And death was very near;
She was the pride and only child
Of a railroad engineer.

Sierra R.R. (listed in our lead article): engine 28 is approaching Lime Spur, California.

Photo by Robert Field
107 Stanyan Street
San Francisco, Calif.

His duty called him from those he loved
And seeing that hope was slim,
While a tear he shed to his wife he said:
"Just have two lanterns dim.

"Just hang a light as I pass tonight
And hang it where it can be seen.
If our baby's dead, just show the red.
If she's better, then show the green."

In a little house by the railroad side
A mother with watchful eye
Saw a gleam of hope and a feeble smile
As the train went rushing by.

Just one short look was his only chance
To see the light a-gleam.
In the midnight air there arose a prayer
Thank God, the light was green!

9 *Are there any steamers on the Union Pacific roster?*

Yes, an 800 Class loco is kept for fan trips, but is currently being overhauled.

10 *What is a car retarder?*

An arrangement of brakeshoes located along and parallel to the track rails of classification yards and car-dump facilities to control car movements. These brakeshoes are forced against the inside and outside faces of the car wheels. Force is applied to the brakeshoes by compressed air acting on a piston or by the use of springs. Both methods reduce car speed.

11 *Define the term "Dutch clock."*

In railroading it had two different meanings. Long ago the Big Four system (now part of the New York Central) equipped a number of its cabooses with speed recorders known as Dutch clocks. Some Western roads installed them in locomotives instead of cabooses. This device had a pencil on a moving arm that continually marked a revolving paper disc, as long as the train was running, which accurately recorded train-speed and indicated where, if ever, the fixed limit was exceeded.

For a while these "clocks" frustrated many Big Four engineers and conductors. Then an ingenious chap in the East St. Louis store-room discovered how to outwit them. By putting a paper disc into a contraption and turning a crank you could make the disc show any speed limit you wanted at any desired point. Thereafter, a crew that had exceeded the speed limit would pay the bright young fellow for a disc showing a perfect speed record on that trip, and everybody was happy.

From 1885 to 1887 the other type of Dutch clock was used to establish time intervals between trains on the New York Central & Hudson River (now NYC) and on the New York, New Haven & Hartford. For manual operation it consisted of a panel mounted as close to the track as possible on which an attendant displayed the number of the train passing it and the time of its passage. When the "clock" was operated automatically by a treadle device on the rail, the passing train released a pointer which started to move around a dial on which 3 segments each represented 5 minutes. An escapement controlled the pointer movement so that it took 15 minutes to span the dial. Thus headway for the train ahead indicated up to 15 minutes.

We'd like to hear from oldtimers who recall any type of "Dutch clock."

12 *Which was the world's first common-carrier freight railroad and when did it begin operation?*

The Surrey Iron Railway in England, incorporated May 21, 1801, and opened July 24, 1805, from Wadsworth to Croydon. Now part of British Railways.

13 *(a) When and where was Jesse James murdered? (b) Did Western-style train robbery gradually die out with his death?*

(a) Jesse Woodson James was killed April 3, 1882, in a one-story frame shack on a hilltop in St. Joseph, Missouri. He had picked that house, for which he paid $14 a month rent, because it commanded a view of the countryside and lessened the chances of people sneaking up on him unobserved, but he was shot in the back by two visiting members of his own gang.

(b) No. In the year 1885, for example, the United States had 45 train holdups in which 8 persons were killed and 7 wounded.

14 *What is the Reading's Blue Fleet?*

The 38 blue-and-white passenger cars that the City of Philadelphia bought from the Reading, paid to have rebuilt, and leased to the Reading for commuter

use. Nine are air-conditioned. The rest have been remodeled in such a way as to permit future air-conditioning. This program, "Operation Reading," is being directed by the Southeastern Pennsylvania Transportation Authority to test suburban service and fare patterns. It is a step in the right direction. Since the Eastern roads can't run commuter trains at a profit, some kind of public subsidy is inevitable.

Why, you may ask, do the railroads serving Chicago make a profit on commuter service while those serving New York and Philadelphia don't? For one thing, Illinois taxes are lower. The two states in the Union which tax railroads most heavily are New Jersey and New York, in that order. Another reason is the wide layout of Chicago, stretched along a lake front, with many train stops inside the city. But New York and Philadelphia are, in a sense, "dead ends."

15 *Is it true that the armistice which ended the fighting of World War I was signed in a railway car?*

Yes, diner No. 2419 of the International Sleeping Car Co., attached to Marshal Foch's train. At the time of signing, Nov. 11, 1918, it stood in the Compeigne Forest. From 1921 until 1927 is was displayed at Paris in the courtyard of the Invalides, the monumental museum in which Napoleon I is entombed. Then it was taken back to Compeigne and housed in a concrete building. When France capitulated to the Nazis on June 22, 1940, the Franco-German armistice dictated by Hitler was signed in this car, which tarnished its value as a symbol of French glory.

16 *When did the Burlington first use a manual block signal system? Tell me about it.*

In 1888. The CB&Q then had 4 main tracks running from Canal Street, Chicago, for about 5½ miles to Hawthorne, Ill., and 3 tracks for an additional 14 miles from Hawthorne to Downers Grove. That year, two electro-pneumatic interlocking plants were built in Chicago, one at Western Avenue and the other at California Avenue. In addition, 3 mechanical plants were in service, making a total of 5 interlocking plants, all using wooden semaphores, in a distance of less than 5 miles. The 5 interlockings within the city limits served as block signal stations to operate trains.

This system succeeded so well that in 1889 it was extended to Aurora, 16 miles beyond Downers Grove. Where feasible, regular stations doubled as block stations, but several new block cabins had to be built. Block signals continued to function on the Burlington until an automatic block system replaced them in 1914.

The wooden semaphores, made in the company's shops, were called "Smith" signals from their designer, George C. Smith, chief engineer. They were two-armed, lower-quadrant, 60-degree types. The top arm was a square-ended red blade, the lower a fishtailed green blade, and each had a white stripe. Aspects and indications were: both blades horizontal, *stop;* red blade inclined downward, green blade horizontal, *proceed with caution, expecting to find block occupied*; and both blades inclined downward, *proceed.*

17 *What is the steepest railway gradient in the world?*

The world's steepest gradient worked by adhesion is inclined at one in 11 on the electrically-operated meter-gage Chamonix line of the French National Railways between Chedde and Servoz, according to the *Directory of Railway Officials & Year Book.*

But with rack-and-pinion assistance there are gradients as steep as one in 2, as on the Pilatus Mountain Railway in Switzerland. The steepest Swiss funicular, or cable-operated, line has a maximum gradient of 88 percent (one in one and one-eighth) between Piotta and Piora (Lake Ritom). This is closely approached by the 87 percent of the Chatelard-Barverine funicular, also in Switzerland. The latter two funiculars were built to haul materials in hydro-electric projects but were adapted later for passenger transport.

18 *I understand that the original "Casey Jones" song, as composed by Wallace Saunders shortly after Casey's death on April 30, 1900, is quite different from the popular version. Please explain.*

Saunders was a Negro roundhouse worker at Canton, Ill., who "had a gift for improvising ballads as he labored at wiping engines or shoveling coal," Freeman Hubbard states in his book *Railroad Avenue.* "He would sing in rhythm with his muscular activity . . . The lines were rendered in a singsong, pretty much like a Negro spiritual and with the same mournful cadence. They were not meant to be printed or read. The way Wallace Saunders crooned them, you wouldn't have noticed the poor rhyming, the faulty sentence structure, the many inaccuracies. Instead, you would have recognized the ditty for what it was, the sincere attempt of an illiterate black to voice what must have been a supreme tragedy of the world in which he lived. Wallace Saunders, no less than Casey Jones, was a railroader. They spoke the same language. Casey would not have desired a better tribute.

"There is some doubt as to the exact process by which this folksong was transmuted into a national song hit. We do know that there were several adaptations of the original lament. One was sung on the vaudeville stage by Bert and Frank Leighton. In 1902 it was finally published, and in 1903 it was listed among the ten best sellers in sheet music."

Here is one of the earliest versions that were set down on paper. We don't know how close it comes to the words composed by Saunders.

Come all you rounders, for I want you to hear
The story of a brave engineer.
Casey Jones was the rounder's name
On a big eight-wheeler of a mighty fame.

Caller called Casey 'bout half-past four.
He kissed his wife at the station door;
Climbed to the cab with his orders in his hand;
He says, "This is my trip to the holy land."

Out of South Memphis yard on the fly,
Heard the fireman say, "You've got a white eye!"
Well, the switchmen knew by the engine moans
That the man at the throttle was Casey Jones.

Fireman says: "Casey, you're runnin' too fast.
You run that block board the last station you passed."
Casey says, "I believe we'll make it, though,
For she steams a lot better than I ever know."

Around the curve and down the dump.
Two locomotives was a-bound to jump.
Fireman hollered, "Casey, it's just ahead.
We might jump and make it, but we'll all be dead."

Around the curve comes a passenger train.
Casey blows the whistle, tells the fireman, "Ring the bell."
Fireman jumps and says, "Good-bye, Casey Jones; you're bound to die."

Well, Casey Jones was all right;
He stuck to his duty day and night.
They loved his whistle and his ring
Number three,
And he came into Memphis on the old I. C.

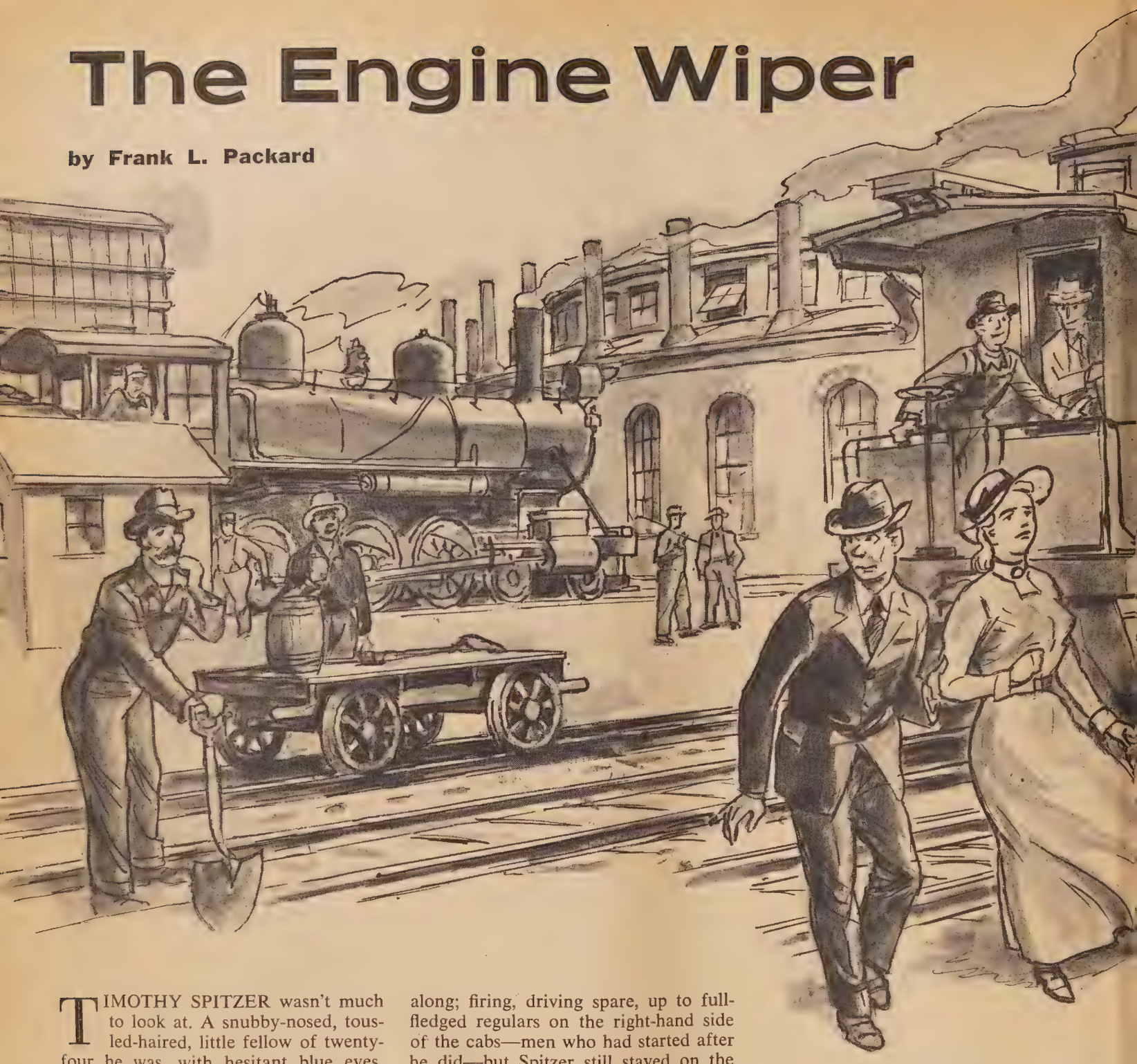
Fireman goes down the depot track,
Begging his honey to take him back.
She says, "Oranges on the table, peaches on the shelf.
You're a-goin' to get tired sleepin' by yourself."

Mrs. Casey Jones was a sittin' on the bed.
Telegram comes that Casey is dead.
She says, "Children, go to bed and hush your cryin',
'Cause you got another papa on the Frisco Line."

Headaches and heartaches and all kinds of pain.
They ain't apart from a railroad train.
Stories of brave men, noble and gran',
Belong to the life of a railroad man.

The Engine Wiper

by Frank L. Packard



TIMOTHY SPITZER wasn't much to look at. A snubby-nosed, tousled-haired, little fellow of twenty-four he was, with hesitant blue eyes. Everybody on the Hill Division knew him—that is, those whose duties brought them within Spitzer's orbit, the roundhouse at Big Cloud in British Columbia—but nobody gave him credit for courage enough to call his soul his own.

Even on pay day Spitzer took his check as though it were a mistake, not meant for him. He just plodded along, doing his work day after day, a typical "company man." Of course, he never got ahead. He kept on sweeping out the roundhouse and puttering around, playing bell-boy to every Tom, Dick and Harry who lifted a finger at him.

Year in, year out, he swept and he wiped steam locomotives in the roundhouse. As for seniority he was "it," but when a vacancy came up someone else got promoted. Spitzer saw them move along; firing, driving spare, up to full-fledged regulars on the right-hand side of the cabs—men who had started after he did—but Spitzer still stayed on the old menial job.

Mr. Carleton, the division super, called him a landmark, and that hit the bull's-eye. In good weather and bad you could see him lugging a tin dinner-pail down Railroad Avenue in Big Cloud as regular as clockwork, and reporting in the roundhouse every morning at five minutes of seven.

It was the same at night, only then Spitzer went by the six o'clock whistle.

Night times? The little blond fellow didn't exist after the six o'clock whistle blew, so far as anyone knew or cared. He was like a tool laid away after the day's work, forgotten until the following morning.

But the ineffable perversity of things is the spice of life. Tommy Regan was a man not easily jolted, not readily disturbed; and yet Spitzer jolted the short fat master mechanic more than once.

Regan's first jolt came one morning as, after a critical inspection of his pets in the roundhouse—big eight- and ten-wheeled mountain engines—he strolled out and leaned against the push-bar on the turntable, mentally debating the respective merits of a rust-joint and a straight patch as specifically applied to No. 583 that had been run into the shops the day before for repairs.

A figure emerging from the engine doors at the far end came toward him. Regan barely glanced in that direction. It was only Spitzer.

When he looked up again Spitzer was nearer. The engine wiper halted before him and stood there patiently, an embarrassed flush on his cheeks.

"Well?" Regan invited.

Spitzer began to talk. His lips moved rapidly. Regan listened with a strained expression.

"A dollar twenty-five a day," he repeated numbly.

Spitzer brightened and nodded. Regan stared, bewildered. Gradually it dawned on him that Spitzer, of all people, was asking for a raise!

The applicant, misinterpreting the stare, looked rueful and full of trouble. He was appalled at his own temerity in broaching the subject in the first place, but now he had overstepped the bounds—he had asked for too much!

"A dollar twenty," he ventured, in timid compromise—Spitzer was then earning a dollar fifteen.

"How long you been working here?"

"Six years," said Spitzer faintly.

"Good Lord! Six years. A dollar twenty-five, h'm? Well, I guess we can manage that."

Spitzer grinned sheepishly. Murmuring his thanks, he walked back and disappeared in the roundhouse.

THE MASTER MECHANIC went around more or less dazed all day. He ordered the patch on No. 583 when he had definitely decided on the rust-joint as the best tonic for the engine's complaint, and he figured out how much $1.15 a day came to for one year, barring Sundays. Then he did the same with $1.25 and compared them.

After supper that night he unburdened himself to Superintendent Carleton and a few of the others at division headquarters, upstairs over the station.

Carleton grinned. "Been a long time in coming, but you know the old story of the water and the stone."

"What the devil would *he* do with more money?" asked Spence, the chief dispatcher.

Regan glared disdainfully. "Do with thirty dollars and eighty cents more a year? Hell of a problem, ain't it?"

Carleton was still grinning. "You look out for Spitzer from now on. Before you know it he'll be running the motive power department."

"I gave him the raise," said Regan. " 'Twas coming to him, what? Six years, and the first time he ever spoke up."

"You'll hear more," said Carleton.

And Regan did. Not at once, not for several weeks. But in the meantime a change came over Timothy Spitzer. He still wielded a broom, wiped locomotives, and reported at five minutes of seven every morning. He still kept himself in the background out of everybody's way. He was just as unobtrusive as he had been before. But Spitzer was changed none the less.

A MONTH to the day from the first interview, Spitzer tackled the master mechanic again. This time, as before, they were out by the turntable in front of the roundhouse. If anything, Spitzer was even more ill at ease than on the former occasion. He stammered once or twice in an effort to begin.

Regan eyed him in distrust. "Well, you got your raise. Ain't you satisfied?"

Spitzer nodded dumbly.

"Well, then, what's the matter?" exploded the master mechanic.

"I want to go—"

"Go where?" growled Regan.

"Firing," blurted Spitzer.

Regan gasped. Spitzer in an engine cab! He couldn't have heard straight.

"I—I can do it," faltered Spitzer. "I've just got to."

"Eh, what's that?" said Regan.

"I'm," began Spitzer, blushing. "I'm—" He gulped twice. "I'm going to marry Merla Swenson."

Regan's jaws sagged like the broken limb of a tree and his eyes fairly popped out. Spitzer and Merla Swenson! The heavy-boned, long-armed Swedish maid-

en who dished out hash at the beanery on Railroad Avenue.

The master mechanic coughed, choked, and cleared his throat. Here was Spitzer in a new light. "Firing?" said Regan. "I'm afraid not. You ain't big enough."

Spitzer dashed his hands across his pale blue eyes. "I can fire, an' I got to. There's smaller ones than me doing it."

"What do you mean by 'got to'?"

Spitzer shifted uneasily. "Merla an' me's been making up for quite a while," he stammered, "but she wouldn't say one way or the other till I got a raise."

"Well, you got it."

Spitzer nodded. "Yes, an' now she says 'tain't enough to get married on, an'—an' we'll have to wait till I go firing."

"Good Lord!" Regan mopped his brow in perplexity. The destiny of mortals was in his hands—but so was the motive power department of the Hill Division.

"Look here, Tim," said he. "There ain't no use feeling glum about it. Merla loves you, doesn't she?"

"Yes, she says she does."

"Well, then, when you understand women like I do, you'll know that nothing else counts. It's their nature." Regan waved his hand expansively. "It'll be all right. You'll see. She won't hold out much longer."

The dejected droop as Spitzer started back for the roundhouse intimated that he was not convinced, so far as Merla Swenson was concerned, that Mr. Regan was a good judge of women.

REGAN couldn't have kept the story back to save his life, and it didn't take long for the whole division to get it. They all got it—train and engine crews on the way freights, locals, extras and regulars, the staff, the shop hands, the trackwalkers, and the section gangs, down to the last car-tink. At first the division looked incredulous. Then it grinned, and in time it howled.

It's an ill wind that blows nobody any good. "Dutchy" Damrosch's hash-house did a great business. He had more customers than he'd ever dreamed of. You see, Dutchy owned the lunch-counter rights at Big Cloud, and Merla was second girl in his eating establishment.

A fine healthy specimen of womanhood she was and not at all bad-looking. Many a fellow had tried to make up with her, only to be rebuffed by a frozen stare from clear gray eyes.

To see a girl in love with Spitzer was worth the price of coffee and sinkers any old time. The lunch counter took on the air of a dime museum, and the customers questioned Merla with unseemly curiosity.

Merla settled all doubts on that score. "Yah, I love Timothy Spitzer."

After that, there was nothing more to be said. A few, a very few—and as the days went by their numbers thinned with amazing rapidity—had the temerity to snicker audibly. They only did it once. With arms akimbo and hands on hips, Merla advanced to the edge of the counter with a look in her eyes that was far from inviting, and demanded: "Him a good man, you think?"

The offender would hastily bury his nose in his coffee cup, dig for a dime to square his account with Dutchy, and make for the platform.

This was all very well, but unless Regan died, Spitzer's chances of getting into a cab were about as good as a plugged nickel. So far as Spitzer could see, the master mechanic wasn't sprouting any signs of premature decay.

ALL things come to those who wait, they say, but the way of their coming is not always understood.

The truth is that between the lunch counter and the station was the baggage and freight shed, and behind it a very dark area. Moreover, Merla had no quarters except those shared by the other girl in Dutchy's employ—which were not designed for the entertainment of a gentleman friend.

On Merla's night off at eight o'clock, Spitzer would sneak down through the fields and across the platform, weather permitting, and on those nights Merla would don her bonnet "for a walk."

When the station clock struck ten, and, coincidentally, the mellow chime of train No. 1 sounded down the line, Merla retraced her steps to the upstairs rear of the lunch counter, while Spitzer returned to his boarding-house.

Of late, however, the suitor had taken to lingering on the platform way up at the far end where it was also very dark and as equally deserted. Here he would gaze wistfully at a big engine with valves popping and the steam drumming at her gages as she waited on the siding just in front of him—they changed engines at Big Cloud—to back down on No. 1 for the first stretch of the mountain run. It was Gil Burke's run at this time with the 503, and big Jim MacAloon looked after the shovel.

The sight was routine, but it didn't strike Spitzer as monotonous. When it ended and he watched the vanishing tail lights, he always sighed.

It was just the same performance each time. Ten minutes or so before No. 1 westbound was due, MacAloon would run the 503 out of the roundhouse over the turntable, up the line, and back onto the siding. Then Burke would appear on the scene, light a torch, and poke around with a long-spouted oilcan.

SPITZER would usually reach his position up the platform in time to see the hogger's final jab with the torch between the drivers or into the link-motion before swinging himself through the gangway into the cab, as the Limited, with snapping trucks and screeching brakeshoes, rolled majestically into the depot.

But one night it fell out a little differently. The station clock had struck ten, Merla Swenson had hastened to her domicile, and Spitzer to the far end of the platform as usual, but No. 1 was late.

Suddenly Spitzer jumped and his heart seemed to shoot into his mouth. He heard a scream. It came again. He saw Burke fly around the end of the pilot, the torch dancing in his hand, and make for the cab. Spitzer involuntarily leaped from the platform to the track and ran in the same direction. Then the safety valve popped with a roar, drowning out all other sounds.

He clambered warily into the cab. On the floor MacAloon was groaning and squirming, with Burke bending over him anxiously. Suddenly the hogger reached forward and picked up a little round object that rolled from the pocket of the fireman's jumper, and then another.

Burke grinned and held out the objects to Spitzer, just as if he wasn't Spitzer at all but an ordinary man. No doctor was needed to diagnose MacAloon's complaint. Just plain cramps he had, from green crab-apples!

At that moment the long, clear siren note came from No. 1. Back over the tender a streak of light shot out in a wide circle from around a butte and then danced along the rails and lit up the platform. The Limited thundered, five minutes late, into the straight stretch.

Burke was excited. "I need a man to fire, right away! Spitzer, run like hell to the roundhouse and—"

Burke stopped. Spitzer stopped him. There are moments in everybody's life when they rise above themselves, above habit, above environment, above everything. A chance like this would never come again. If he could fire just one trip, Regan might change his his mind.

"Burke, I can fire," the wiper fairly screamed. "Give me a chance! I'll never get one if you don't."

BURKE gasped. Then something like a dry chuckle sounded in his throat. He pointed to the fireman.

"Take his feet!"

Together they lifted and dragged the stricken MacAloon out of the cab and to the ground. The 1108, pulling No. 1, had come to a stop abreast of them by now, and Burke shouted at the engine crew, "Here, lend a hand!"

And as both men stuck their heads out of the gangway, he and Spitzer boosted the fireman up to them.

"He's got cramps," Burke said tersely. "You'll be able to fix him up in the

roundhouse. Five minutes late, h'm? Well, hurry; you're clear! There's your highball. Pull out and let me get hold."

Burke turned to Spitzer then, as the 1108 slipped away from the baggage car and moved up the track, and he pointed to the gangway of his own engine.

"Get in," he said grimly. "You've got a chance to fire, but you'll never get a chance to do that or anything else again if you let me down."

A moment later the 503, with Spitzer in the cab, backed down on the *Imperial Limited* and coupled on for the mountain run. There was a quick testing of the air and a hurried running up and down the platform. Then Burke, leaning from the window with his fingers on the throttle, opened a notch, and the platform began to slide past them.

Spitzer wrinkled his face and stared at the gage needle—210 pounds, all the way, all the time—210 pounds! It was up to him. With a jerk of the chain he swung the fire door wide open. A shovelful of coal, neatly scattered, shot over the grate.

THERE is an art in all things, even in the laborious task of firing an engine. Spitzer was not without art, for in a way he'd had years of experience. Nevertheless, banking a fire in the roundhouse and nursing a roaring pit of flame to high efficiency in a swaying, lurching cab, are quite different.

The 503 began to lurch and sway. Notch by notch Burke was opening her out. The bark of her exhaust came like the quick crackle of a machine-gun.

Five minutes late in the Rocky Mountains on a time schedule already marked up to a dizzy height that called for more chances than the passengers paid for is —well, it's five minutes. Some men would have left it for the Pacific Division crowd to make up the next day on a level track and a straight sweep—but not Gil Burke.

Spitzer's initiation was in ample form. So far all was well; the rough country was all in front of the pilot, and Spitzer was all business. His pulse throbbed in tune to only one thing, the dancing needle on the gage.

Again he swung the door open. A red flare lighted up the heavens and played on features that Regan would never have known for Spitzer's. They were set and determined, and covered with little sweat beads that glistened like diamonds.

The singing sweep of the wind was in his ears as he poised the shovel. There was a sickening slur. The 503 shot round a curve, and the shovelful of coal shot like bullets all over the cab, hitting almost everything in sight.

Spitzer performed a back hand-spring and landed well up on the tender, to roll back to the floor with an accompanying avalanche of coal.

He picked himself up and glanced apprehensively at the engineer. There was not a scowl, not even a grin on Gil Burke's face. Just an encouraging flirt of the hand, but it was momentous. Spitzer got his second wind.

THEY were well into the foothills now, and the right-of-way was an amazing wonder. Diving, twisting, curving, it circled and bored and trestled its path. Buttes, canyons, gorges, and coulees roared past like flights of fancy.

The speed was terrific. To Spitzer it was a wild medley of things he had never known before, of things with no beginning nor end. He felt the giddy slew as the big mountain racer hit the curves. He felt the crunching grind of flanges as, for an instant, she lifted from her wheelbase. He felt the pitch, the roll, the staggering, the beat of the trucks, the whir of the racing drivers, the rush of wind, and the echoing thunder of flying coaches behind.

It was all there, all separate, all welded into the life of the rail that beat at his ear-drums and quickened the pounding throb of his heart.

At first, from time to time, Burke leaned over his levers to glance at the pressure gage. Then after a bit he crouched a little farther forward in his seat and his eyes held on the track ahead where the beam of the electric headlight flooded the glittering ribbons of steel. He was getting what MacAloon or no other man had ever given him before —210 pounds of steam pressure all the way.

Spitzer was firing No. 1, the *Imperial Limited*, westbound, in the mountain run, three minutes late! Sweat was rolling in streams now and he clung to the gangway for a moment's breathing spell, leaning out, staring ahead at lights shining in the distance.

Came the hoarse whistle scream, the clattering crash as they shattered the yard switches, and a blurred vision of dark outlines dotted with tiny, scintillating points. Then a village with its station, yard, lights, switches, and all were behind him.

Spitzer drew a sleeve across his forehead and turned again to his work as they thundered over a long steel trestle, Thief Creek. He knew the road at second hand, if not from personal experience. Just ahead was The Pass, straight enough for its quarter-mile stretch, just where the rock walls rose up on either side so close as to almost scratch paint off the rolling stock.

Eased for a moment in scant deference to switches and trestle just passed, Spitzer felt the forward leap of the racer as Burke threw her wide open again.

QUICK as the winking of an eye, sudden as doom, came a rending crash. Burke howled, and the right-hand side of the cab seemed torn in two!

Flying woodwork struck Spitzer across the eyes. A terrific jolt as the engine lifted and fell back sent him headlong to the floor. Dazed, half mad with pain, the blood streaming from his forehead, he staggered to his feet.

Burke lay coiled in an inert heap just in front of him by the fire door. A whizzing piece of steel rose up, crunched, slithered, gashed a track of ruin for itself, and was gone. It had missed Burke only by a hair's breadth.

With a cry, the little fellow leaped forward and dragged the unconscious engineer across the cab. Again the jolt, the slur, the stagger, the desperate wrench. It seemed like years, like eternity to Tim Spitzer. He was living a lifetime in the passing of a second—it had been no more than two or three at the most.

Some things in railroading are worse, much worse, than a broken crank-pin and a rod amuck, but not when it comes in The Pass, where derailment at their racing speed spelled sudden death.

There was just one chance for the trailing string of coaches, just one for every last soul aboard—*Spitzer*. But between the blue-eyed wiper and the throttle and the air-latch lay a thing of steel that rose and fell. It swung a murderous arc through the shattered side of the cab. It ground into the ties and roadbed, threatening with every revolution to pitch the 503 and the train behind her headlong from the rails to crumple against the rocky walls of The Pass. It was an unforgetable ride.

Just one chance to save the train crew and passengers. The five-foot-five Spitzer, diffident, self-effacing, and unobtrusive, with a choking sob, flung himself forward to stop the train.

He clutched desperately at the levers. There was a hiss, the vicious bite of the brakeshoes. Then came a blinding light before his eyes as the rod caught him, and he pitched, senseless, half out through the front window of the cab, his head down on the running-board.

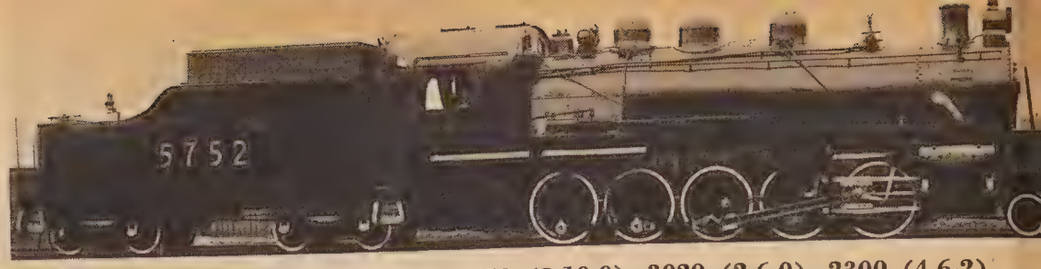
THE LAST word is a woman's—it is her inalienable right. Said Merla Swenson, the waitress, to Regan, the master mechanic, with a world of suggestion in her voice, when Tim Spitzer was getting well enough to think about going to work: "Yah, I love Tim."

"Well," said Regan, squinting at her clear gray eyes which were not frozen now, "there ain't a thing I know of to keep you waiting. He can name the run he wants."

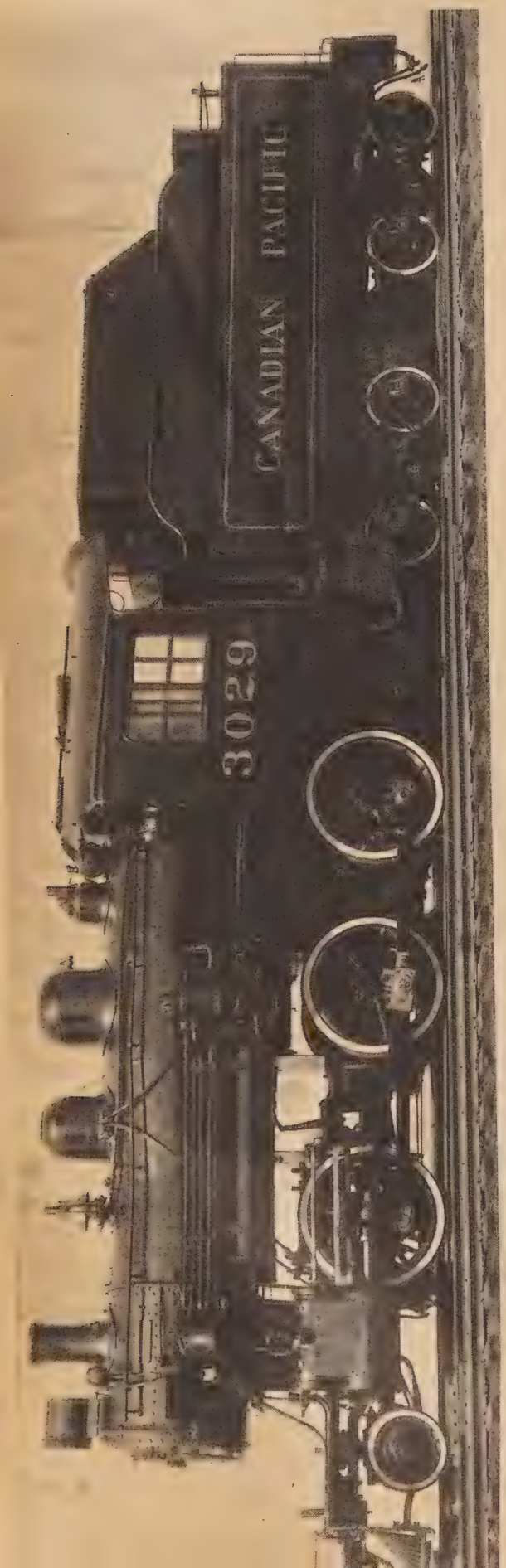
And then, the wonder of it being still heavy upon him, the master mechanic exclaimed with the air of one invoking the universe: "Now, wouldn't that get you! What do you think, h'm?"

Merla was smiling broadly. "Him a good man, I think." ●

Canadian Pacific Roster (July 1, 1929)

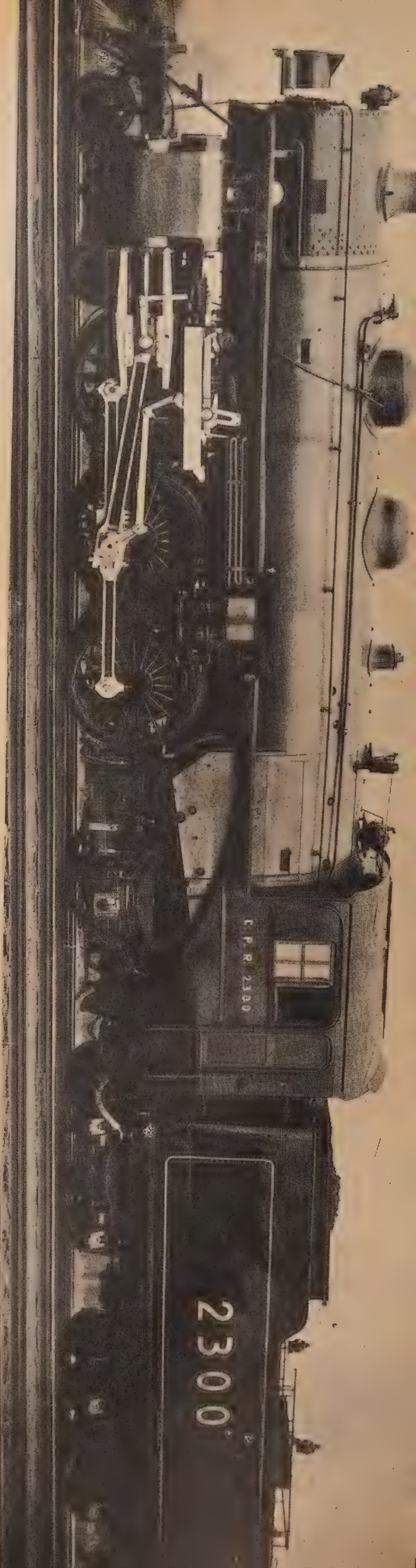


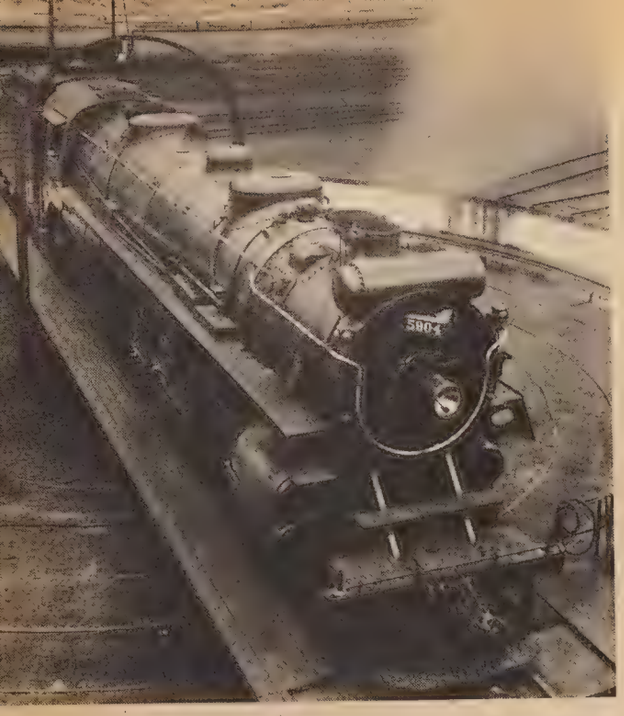
Three CP oldtimers on these pages: 5752 (2-10-0), 3029 (2-6-0), 2300 (4-6-2).
All photos from Canadian Pacific archives



Road Numbers	Class	Builder	Year Built	Cylinders	Drivers	Tractive Effort
7001	A-1a	CPR	1883	17x24	70	
7002-7005	A-1a	"	1884	"	"	94000
7006-7009	A-1a	"	1886	"	"	
7010-7012	A-1b		1886		"	
7013-7015	A-1c	Rogers	1883		"	
7016	A-1d	Portland	1874		"	
7017-7018	A-1e	CPR	1886			
7018-7020	A-1e	"	1887			
7021	A-1g	"	1887	17x24	70	105700
7022-7031	A-1e		1887		"	
7032	A-1Dc	Rhode Island	1883	17x24	63	103000
7040-7047	A-2b	Kingston	1882			
7048	A-2b	"	1883			
7052	A-2b	"	1891			
7053	A-2b	"	1891			
7054	A-2b	Rhode Island	1882			
7056	A-2b	Portland	1882			
7058-7059	A-2b	Danf. & Cooke	1882			
7061	A-2b	CPR	1883			
7063-7064	A-2b	"	1883			
7065	A-2b	"	1883			
7066-7067	A-2b		1884			
7068	A-2b	Kingston	1884			
7069-7070	A-2b	"	1886			
7071-7072	A-2b	"	1886			
7073	A-2b	Hinkley	1886			
7074	A-2b	"	1883			
7075-7076	A-2b	"	1883			
7077	A-2b	"	1883	17x24		
7078	A-2b	"	1883			
7079	A-2b	"	1883			
7080-7081	A-2b	"	1883			
7082	A-2b	"	1883			
7083	A-2b	Dubs.	1883		63	98500
7084-7085	A-2b	"	1882			103000
7087-7093	A-2b	"	1882			98500
7094	A-2b	"	1882			103000
7095-7096	A-2b	"	1882			98500
7097-7102	A-2b	"	1882			103000
7103	A-2b		1882		"	
7104-7105	A-2b	Rhode Island	1882		"	
7108	A-2b	"	1886			
7109-7110	A-2b	"	1886			
7111	A-2m	"	1883			
7112	A-2m	"	1883		"	
7113-7114	A-2m	"	1883			
7115	A-2f	"	1882		"	
7116	A-2f	"	1882			
7117-7118	A-2k	"	1882			
7119-7120	A-2k	"	1882			
7121	A-2k	"	1882			
7122-7123	A-2k	"	1882			
7124	A-2k	"	1882			
7125	A-2k	"	1882			98500
7126-7127	A-2k	"	1882			
7128	A-2L		1883	17x24	63	98500
7130-7132	A-2k	Rogers	1883		"	103000
7133	A-2m	"	1883			
7134-7135	A-2L	"	1883			
7136	A-2m	"	1883			
7137	A-2k	"	1883			
7138	A-2m	"	1891			
7139	A-2m	Manchester	1888	27x24	63	103000
7140-7141	A-2n	"	1888			
7143	A-2n	CPR	1886		"	
7144,7147	A-2q	"	1886			
7149,7151	A-2q	Kingston	1886		62	
7153	A-2q	Rhode Island	1883		63	
7155	A-2q	CPR	1886			
7157	A-2q	Rhode Island	1883			
7158-7159	A-2q	Dubs.	1882			
7161	A-2q	Rhode Island	1883			
7163	A-2q	"	1883			
7164	A-2q					
7166-7167	A-2q	CPR	1884	18x24	70	117000
7170-7172	B-2c	"	1886			
7174	B-2c	"	1884			
7175	B-2c	"	1887			
7178	B-2c	"	1887		"	
7179-7181	B-2c	"	1888			
7182	B-2b	Schenectady	1900	18x26	70	142500
7183-7188	B-2c	Brooks	1900		"	
7198	B-9a	Rhode Island	1881	16x24	63	
7199	B-9b	CPR	1889	18x24	58	125600
7200	A-10a	"	1890			
7203	C-1h	Kingston	1890			
7204-7209	C-1h	"	1890			115000
7210	C-1h	"	1891			"
7211-7212	C-1b	Rhode Island	1898			"
7214-7216	C-1b	Rogers	1898			
7221-7222	C-1b	Schenectady	1885	17x24	54	
7224-7225	C-1b	Baldwin	1897	19x24	58	116000
7227	C-1b	"	1901		"	
7223	C-1b	CPR	1889	18x24	58	126000
7229	C-1b	Kingston	1891		"	
7230-7231	C-2c					
7232	C-2a					

7233-7235	C-2a	"	1892			
7240-7242	C-3a	CPR	1897	19x24	58	139000
7248	D-2f	Rhode Island	1098	18x24	63	134400
7250-7257	D-2f	"	1891			
7258-7259	D-2g	"	1891	"	"	135000
7260-7262	D-2g	CPR	1890			
7263-7265	D-2g	"	1891			
7268	D-2c	"	1889	"	"	121400
7270-7273	D-4h	Baldwin	1891	19x24	62	138000
7274-7279	D-3b	"	1891	"	"	120000
7280-7295	D-3b	CPR	1891	18x24	"	"
7296-7316	D-3b	"	1892			
7317-7321	D-4k	"	1892	"	"	135800
7322-7324	D-3b	"	1892			
7325	D-4k	"	1892			
7326	D-4k	"	1893			
7328	D-4k	"	1892			
7329-7331	D-4k	"	1894			
7332-7339	D-4r	CPR	1894	19x24	62	135800
7340	D-3h	"	1894	18x24	"	123500
7341	D-3u	"	1897	19x24	"	135800
7342	D-3u	"	1897	18x24	"	"
7350	D-3u	"	1897		"	
7351	D-3u	"	1897	19x24	62	135800
7355-7357	D-3m	"	1897	18x24	62	130000
7358	D-3m	"	1897	19&29x24	62	"
7359-7374	D-4j	"	1898	19x24	62	"
7357-7377	D-4j	"	1897			
7378-7379	D-4j	Baldwin	1897			
7380-7390	D-4f	"	1897	19x24	62	129000
7417-7421	D-4g	CPR	1915	"	"	138700
7422-7459	D-4g	"	1912			
7460	D-4g	"	1915			
7461-7481	D-4g	Montreal	1915			
7482-7492	D-4g	CPR	1915			
7494-7499	D-5a	"	1897	20x26	63	
7500-7519	D-6a	Schnectady	1902	"	"	167000
7520-7539	D-6b	North British	1903	"	"	170600
7540-7555	D-6d	Saxon Eng. Wks.	1903		"	
7556-7559	D-6d	"	1904			
7560-7597	D-9c	Schenectady	1903	21x30	63	190000
7600-7613	D-10d	Richmond	1907	22½x28	63	191000
7614	D-10d	Montreal	1907			
7615-7624	D-10d	Richmond	1907			
7625-7669	D-10d	Montreal	1907			
7670-7684	D-10c	Kingston	1905	21x28	63	190000
7685-7699	D-10b	Montreal	1905		"	
7700-7709	D-10a	Kingston	1905		"	
7710-7139	D-10b	Montreal	1906			
7740-7749	D-10c	CPR	1906			
7750-7759	D-10b	Montreal	1906			
7760-7769	D-10c	"	1907			
7770-7779	D-10c	CPR	1907			
7780	D-10c	Richmond	1907			
7781	D-10c	Montreal	1907			
7782-7784	D-10d	"	1907			
7790-7794	D-10c	CPR	1906			
7800-7807	D-10e	Montreal	1908	22½x28	63	193000
7808	D-10m	"	1908		"	
7809-7819	D-10e	"	1908			
7820-7832	D-10e	CPR	1908			
7833-7842	D-10e	Montreal	1908			
7843-7847	D-10f	"	1908		"	
7848-7862	D-10e	CPR	1909			
7863	D-10m	"	1910			
7864-7870	D-10e	"	1910			
7871-7894	D-10g	"	1910	21x28	63	198000
7895-7912	D-10g	Kingston	1910			
7913-7933	D-10g	CPR	1910			
7934-7948	D-10g	Montreal	1910			
7949-7961	D-10g	CPR	1910			
7962-7986	D-10j	Montreal	1912	21x28	63	198000
7987-1036	D-10h	"	1912		"	
1037-1061	D-10h	"	1912			
1062-1086	D-10k	Schenectady	1912		"	
1087-1111	D-10h	Kingston	1913			
1996-1999	D-12a	Rogers	1902	21x28	63	
2001-2002	E-1g	CPR	1889	18x24	70	135000
2003-2005	E-1b	"	1891	"	"	
2006	E-1e	"	1891		"	
2007	E-1f	"	1891		"	
2008-2009	E-1c	"	1889	18x24	70	145000
2010	E-2a	"	1893	19x24	70	130000
2011-2012	E-2b	"	1893	"	"	141800
2013-2022	E-3a	"	1913	"	"	147800
2025-2026	E-4d	"	1899	20x24	70	152000
2027	E-4a	"	1899	19x24	"	"
2028-2029	E-4e	"	1899	20x24	"	156000
2030	E-4d	"	1899	"	"	152000
2031	E-4b	"	1899	"	"	151500
3032-2036	E-4d	"	1899			
2037	E-4b	"	1899			
2038	E-4e	"	1900			
2039	E-4b	"	1900			
2040-2041	E-4d	"	1900			
2042	E-4b	"	1900			
2043-2046	E-4d	"	1900			
2050	E-5a	"	1902	20x26	70	174000
2051	E-5h	"	1902		"	
2052	E-5a	"	1902			
2053-2054	E-5L	"	1902		"	
2055	E-5a	"	1902			
2056-2061	E-5c	"	1902	20x26	70	165000
2062-2066	E-5d	"	1902	"	"	166000
2067	E-5m	"	1902		"	
2068-2073	E-5d	"	1902			
2074-2105	E-5e	North British	1903	20x26	70	166000
2106	E-5n	Schenectady	1903	"	"	169000
2107-2117	E-5f	"	1903	"	"	166000
2118-2120	E-5g	"	1903	"	"	167000
2150-2151	F-1a	CPR	1899	13½&23x26	84	
2152	F-1b	"	1899		"	
2200-2201	G-1p	"	1906	22½x28	75	226000
2202-2206	G-1r	"	1906		"	
2207-2219	G-1s	"	1907		"	
2220-2224	G-1s	Montreal	1911			
2225	G-1h	"	1911	22x28	75	226000
2226	G-1s	"	1911			
2227-2228	G-1t	CPR	1911	22½x28	75	228000
2229-2230	G-1u	"	1913		"	





Canadian Pacific 5904, Selkirk type, Class T1a, is pictured on turntable in Montreal.

2231-2238	G-1v	"	1914		"	
2300-2303	G-3a	"	1919	25x30	75	299000
2304-2309	G-3b	"	1920		"	
2310-2318	G-3c	"	1923	25x30	75	300500
2320-2325	G-3c	"	1923			
2326-2349	G-3d	"	1926	23x30	75	306500
2350	G-3d	"	1923			
2500-2501	G-2p	"	1906	22½x28	70	229000
2502-2504	G-2q	"	1906		"	
2505	G-2b	"	1906	"	70	215000
2506-2508	G-2q	"	1906			
2509-2522	G-2r	"	1907	22½x28	70	229000
2523-2524	G-2g	"	1907		"	
2525-2527	G-2r	"	1907			
2528-2529	G-2s	"	1908	22½x28	70	226000
2530-2532						
2535,2540						
2542						
2544-2545						
2549	G-2d	CPR	1908	21x28	70	217000
2533-2534						
2537-2539						
2541						
2547-2548		"				
2550-2552	G-2s	"	1908	22½x28	70	226000
2543,2546	G-2sx	"	1908	21x28	70	226000
2553-2556						
2559						
2562-2563						
2571						
2577-2580	G-2s	Montreal	1908			
2557,2564						
2566-2567						
2572-2574	G-2d	"	1908			
2558,2560						
2565						
2568-2570	G-2sx	"	1908			
2561,2575	G-2h	"	1908	21x28	70	218000
2581	G-2ax	"	1907			
2582	G-2s	"	1907			
2583-2584	G-2s	Schenectady	1907			
2585,2588						
2591-2593	G-2d	CPR	1914			
2586,2590						
2594	G-2s	"	1914			
2587-2589	G-2sx	"	1914			
2595	G-2d	"	1915			
2596-2597	G-2s	Schenectady	1914			
2598	G-2sx	Montreal	1914			
2599-2602	G-2s	"	1914			
2603						
2607-2609	G-2t	CPR	1911	22½x28	70	226000
2604-2606	G-2tx	"	1911		"	
2610-2611						
2621-2625						
2628-2629	G-2u	"	1911		"	
2612						
2614-2616						
2627	G-2f	"	1911	22½x28	70	225100
2613						
2617-2620						
2626,2630	G-2ux	"	1911	"	"	226000
2631-2632						
2634,2637	G-2f	Montreal	1911			
2633,2636	G-2u	"	1911			
2635,2638	G-2ux	"	1911			
2641-2642						
2648,2650	G-2ux	"	1914			
2639-2640						
2643,2645						
2656	G-2f	"	1914			
2644						
2646-2647						
2649,2655						
2657-2660	G-2u	Montreal	1914			
2651-2654	G-2x	"	1914	22½x28	70	225100
2661-2665	G-2u	CPR	1914			
2700-2705	G-4a	"	1919	24½x30	70	299000
2706-2711	G-4a	"	1920		"	
2712-2717	G-4b	"	1921			
2800-2809	H-1a	Montreal	1929	22x30	75	360000
2900-2901	I-1a	"	1914	23½x32	70	287000
3000	J-1a	Rhode Island	1886	17x24	58	
3001-3002	J-1b	"	1886	"	63	
3004	J-1d	Kingston	1888	18x26	62	
3007-3017	J-2a	CPR	1888	18x24	58	123000
3021-3026	J-3c	"	1889	"	"	120000
3027-3028	J-2a	"	1889			
3029	J-3d	Kingston	1888	"	"	123000
3030-3036	J-2b	"	1888		"	
3038	J-3b	"	1889		"	
3039-3043	J-2b	"	1890			
3044-3046	J-2c	CPR	1888			
3047-3049	J-3d	"	1888			
3055-3056	J-3b	"	1888			
3063	J-3c	"	1888			
3068	J-3a	"	1888			
3069-3070	J-3c	"	1888			
3074	J-3b	"	1889			
3081,3085	J-3c	Kingston	1888			
3087	J-3b	"	1889			
3090-3092	J-4a	"	1902	18x24	51	119600
3100-3101	K-1a	CPR	1928	25½x30	75	423000
3100-3102	L-1a	"	1886	20x26	49	
3103	L-1a	"	1887			
3104-3105	L-1b	"	1887		"	
3110-3112	L-2a	Baldwin	1898		"	
3113-3117	L-2b	"	1898		"	
3118-3121	L-2c	"	1884		"	
3122	L-2d	CPR	1887		"	
3130	L-3a	"	1896	20x24	49	139500
3131-3132	L-3a	"	1897			
3133-3134	L-3b	"	1898	20x26	52	140500
3180-3186	L-5a	Baldwin	1899	"	"	151000
3200-3208	M-1a	CPR	1898	"	57	156000
3209-3219	M-1b	"	1899		"	
3220-3229	M-1c	Richmond	1899		"	
3230-3231	M-1d	"	1899		"	
3232-3240	M-1e	Kingston	1899		"	
3241-3245	M-1e	"	1900			
3250-3257	M-2a	CPR	1900		"	

Minor Steam Repairs

by F. C. Reppard

THE FOLLOWING do-it-yourself devices have been found very helpful to me in the operation of steam locomotives. I am a retired engineer from the old Atlanta, Birmingham & Coast (now part of the Atlantic Coast Line). It is rather late to put out such advice, with the railroad industry dieselized, but there are still a few steamers left in operation, especially on the tourist-attraction shortlines. Besides, these tips may recall pleasant memories to old-time hoggers who, like myself, devoted the best years of their lives to "making fog" on the high iron.

Let's start with a broken equalizing reservoir pipe. A short section of sprinkler hose slipped over each end will keep you going until you get back to the roundhouse and turn in a work report.

A five-cent piece could make a good blind gasket for the equalizing reservoir pipe. You should install it at the union of the T fitting on the brake valve.

An effective pipe plug may be devised quite easily by inserting a stick of pin grease in any broken pipe. Then stuff a rag or piece of waste in the pipe, after which flatten the pipe as much as possible.

In case you get a broken spring or spring hanger and when it is necessary to block up in order to proceed, an effective "lizard" may be improvised by stacking three or four angle-bars on top of each other in stair-step position. A locomotive truck or a driving wheel may

3258-3259	M-2a	"	1901				
3260-3271	M-2c	Richmond	1900			"	
3272-3281	M-2d	Kingston	1900			"	
3282-3291	M-2e	"	1901	20x26	57	164000	
3292-3295	M-2e	"	1903				
3296-3299	M-2f	Canada Foundry	1904			"	
3303-3305	M-2f	"	1905				
3350-3366	M-3b	Schenectady	1901	21x28	57	160000	
3367	M-3c	Schenectady	1902	21x28	57	160000	
3368-3391	M-3b	"	1902				
3400-3409	M-4a	Montreal	1904	21x28	58	192500	
3411-3419	M-4c	Kingston	1904			"	
3420	M-4b	Montreal	1904			"	
3421-3440	M-4d	Schenectady	1904			"	
3441-3450	M-4e	CPR	1906	22½x28	58	192500	
3451-3460	M-4f	"	1906	"	"	196000	
3461-3470	M-4h	"	1907			"	
3471-3505	M-4g	Montreal	1907			"	
3506-3530	M-4g	Baldwin	1907				
3531-3540	M-4h	Montreal	1910			"	
3541-3565	M-4h	CPR	1910				
3600-3619	N-2a	Montreal	1909	23x32	63	233000	
3620-3639	N-2a	Kingston	1909				
3640-3649	N-2a	Montreal	1910				
3650	N-2a	CPR	1911				
3651-3690	N-2a	Montreal	1911				
3691-3740	N-2b	"	1912	23x32	63	236000	
3741-3750	N-2c	"	1913	"	"	235000	
3751-3760	N-2c	Canada Foundry	1913				
5100-5119	P-1d	CPR	1912	23x32	63	262500	
5120-5194	P-1e	Montreal	1913			"	
5300-5309	P-2a	CPR	1919	25½x32	63	320500	
5310-5317	P-2b	Montreal	1920	"	"	327000	
5318-5324	P-2b	"	1921				
5325-5344	P-2c	"	1923	25½x32	63	330000	
5345-5359	P-2d	"	1924			"	
5360-5379	P-2e	Kingston	1926	23x32	63	335600	
5380-5389	P-2f	Montreal	1928	"	"	336000	
5750	R-2a	CPR	1909	23½x32	58	230000	
5751-5754	R-2b	"	1911	"	"	247000	
5755	R-2c	"	1911			"	
5756-5757	R-3a	"	1917	24x32	58	240000	
5758-5762	R-3b	"	1918	"	"	250000	
5763-5780	R-3c	"	1918		do		
5781-5790	R-3d	"	1919	"	58	254220	
5800-5814	S-2a	"	1919	26½x32	58	354600	
5900	S-1a	Lima	1900	Shay			
5901	S-1a	"	1902	"			
5903	S-1a	"	1903	"			
5900-5919	T-1a	CPR	1929	25½x32	63	440400	
5990	T-1a	"	1893	19x22	62		
5991-5992	T-2a	"	1910	20x26	63	236000	
5993	T-2a	"	1912				
5996-5997	T-3a	"	1912	18x26	52	200000	
5998	0-4-0T	Danforth	1879	no data			
5999	"	Rhode Island	1883	"			
6004	2-4-2T	Montreal	1910	14x22	44	80000	
6005	"	"	1911			"	
6007-6013	0-6-0	Hinkley	1882	17x24	51		
6025-6029	U-2a	CPR	1896	18x24	52		
6030-6036	U-2b	"	1896	"	"	102000	
6037-6039	U-2c	"	1898		"		
6045	0-6-0	"	1904	18x24	52		
6048-6050	U-2e	"	1904	"	"	112000	
6051-6055	U-2e	"	1891				
6056-6057	U-2g	"	1892	"	"	102000	
6058	U-2g	CPR	1900	18x24	52	102000	
6059-6060	U-2f	"	1900	"	"	107000	
6101-6122	U-3a	"	1900	18x26	52	126000	
6123-6130	U-3a	"	1904				
6140-6142	U-3b	Schenectady	1902	18x26	52	122000	
6143-6152	U-3c	CPR	1905	"	"	131000	
6153-6177	U-3c	"	1906				
6178-6208	U-3c	"	1910				
6209-6259	U-3d	"	1911	18x26	52	140198	
6260-6304	U-3e	"	1912		"		
6800-6819	V-1a	Baldwin	1898	20x24	51	145000—Ex 2-8-0	
6820-6834	V-1b	Richmond	1898	"	"	142000	"
6860	V-2a	"	1900	20x26	57	159280	"
6861	V-2a	"	1899				"
6862-6863							
6865-6866	V-2a	CPR	1899				"
6864							
6867-6868	V-2a	"	1898				"
6869	V-2a	Kingston	1900				"
6870	V-2a	CPR	1900				"
6871	V-2a	Kingston	1900				"
6872	V-2b	CPR	1898	20x26	52	167000	"
6873	V-2b	"	1899				"
6874	V-2b	"	1900				"
6875	V-2b	Richmond	1900				"
6876	V-2c	Canada Foundry	1904			"	"
6900-6901	V-3a	CPR	1906	22½x28	52	188000	
6902	V-3a	"	1909				
6903	V-3b	"	1911	21x28	52	188000	
6904-6914	V-3c	"	1913	"	"	194200	
6920,6924							
6926							
6929-6932							
6935-6936							
6938,6945							
6948	V-4a	"	1910	22½x28	52	202000—Ex 2-8-0	
6921-6923							
6925							
6927-6928							
6933-6934	V-4a	"	1907				"
6937							
6939-6944							
6946-6947							
6949	V-4a	Montreal	1910				"
6950-6952	W-1a	CPR	1914	23½x30	51	241000	

Roster from Charles E. Fisher, president, Railway & Locomotive Historical Society, Inc. The North British Loco. Works is located in Glasgow, Scotland. The Saxon Engine Works, Chemnitz, Germany. Nos. 5750-5755 were originally 2-6-6-0, rebuilt in 1916 to 2-10-0. Nos. 6800-6876 were originally 2-8-0's. Other wheel arrangements may be determined by the class: (A, B) 4-4-0; (C, D, E) 4-6-0; (F) 4-4-2; (G) 4-6-2; (H) 4-6-4; (I) 4-8-2; (J) 2-6-0; (K) 4-8-4; (L, M, N) 2-8-0; (P) 2-8-2; (R) 2-10-2; (S-2) 2-10-2; (T) 4-6-4T; (T-3) 0-6-4T; (U) 0-6-0; (V) 0-8-0; (W) 0-10-0.

easily be run up on the angle-bars to a height sufficient to insert blocking under the spring saddle or an equalizer.

If your problem is a broken train-line pipe between the engine and tank: Couple the train-line pipe into the signal pipe at the front of the engine and couple the signal line to the train-line on the car next to the engine, thus detouring your break-pipe pressure through the signal line. When this is done on passenger trains, you will, of course, watch for hand signals when approaching flag stops.

Maybe you have a hot journal and your cellar grease supply is exhausted. If so, get some large bars of ordinary laundry soap and use them in your grease cellars.

If you can't get preasure to the automatic brake due to a broken pipe between the feed valve and brake valve, you should release the brakes and reduce the main reservoir pressure by reducing tension on the low-pressure side of the pump governor and then run with your brake-valve handle in release position.

Should an occasion ever arise when you can get neither feed-valve nor main-reservoir pressure to the automatic brake valve, proceed as follows:

Connect your brake-cylinder pipe to the train-line pipe between the engine and tank and close the cutout on the driving brake-cylinder pipe. Increase the tension on the reducing valve to train-line pressure and slack off on the return spring set-screw. Run with the independent brake valve in application position to keep your train brakes released.

To apply train brake place the handle in release position until the desired reduction is obtained. Be sure there is no pressure in the driving brake cylinder before you close the cutout cock. At frequent intervals afterward see if your driving brake shoes are free from the tires, because a leaky cutout cock might allow pressure to build up in the driving brake cylinders.

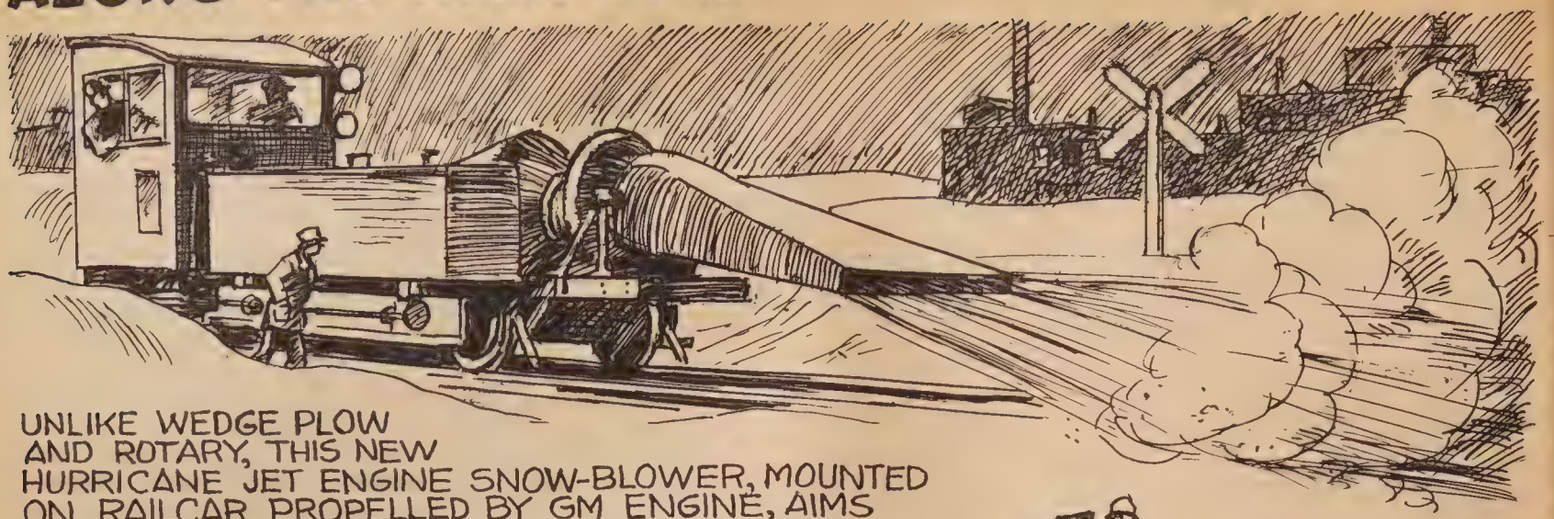
If your headlight should play out, take the wire and socket from one of your classification lights and hang it over your number plate with a headlight bulb in the socket. This will give you enough light.

Stop your engine and investigate when the first sign of trouble shows up and you can save time and possible serious damage to your locomotive. A warm pin is less trouble to cool than a hot one, and it is easier to tighten a loose nut than to find a nut to replace one that is missing.

Broken pipes may sometimes be repaired quickly by cutting a gasket from the sprinkler hose or an air hose. Insert the gasket at the break and wedge the pipe tight with brakeshoe keys. Well, this ends our little journey into the past. I hope you enjoyed the ride.

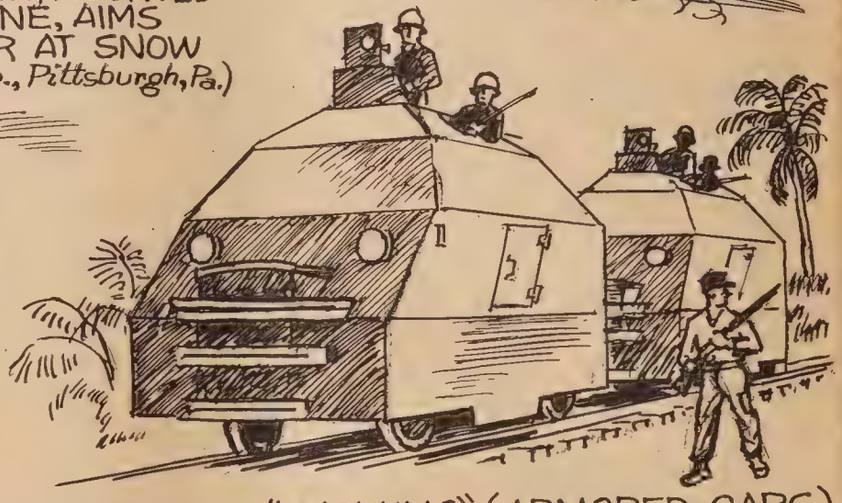
ALONG THE IRON PIKE

by Joe Easley

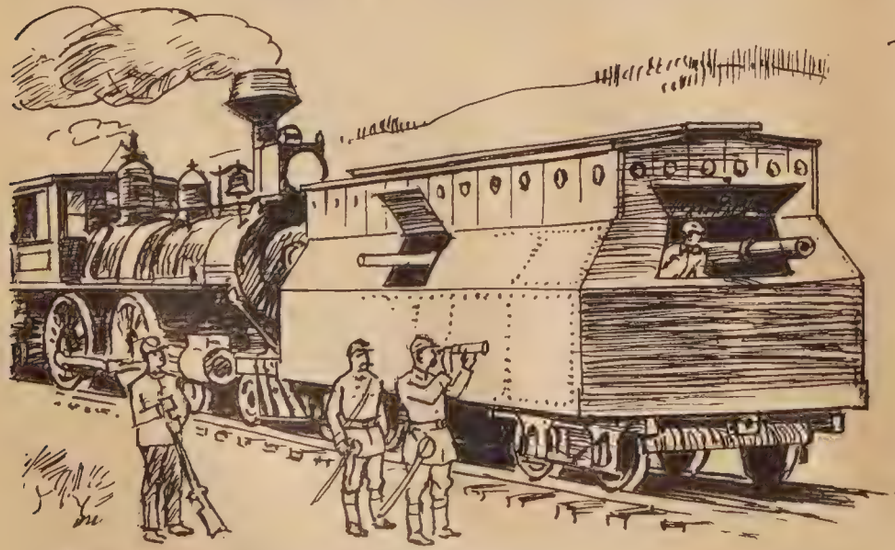


UNLIKE WEDGE PLOW AND ROTARY, THIS NEW HURRICANE JET ENGINE SNOW-BLOWER, MOUNTED ON RAILCAR PROPELLED BY GM ENGINE, AIMS CONTINUOUS BLAST OF 650-MPH AIR AT SNOW ON TRACKS. (*Railway Maintenance Corp., Pittsburgh, Pa.*)

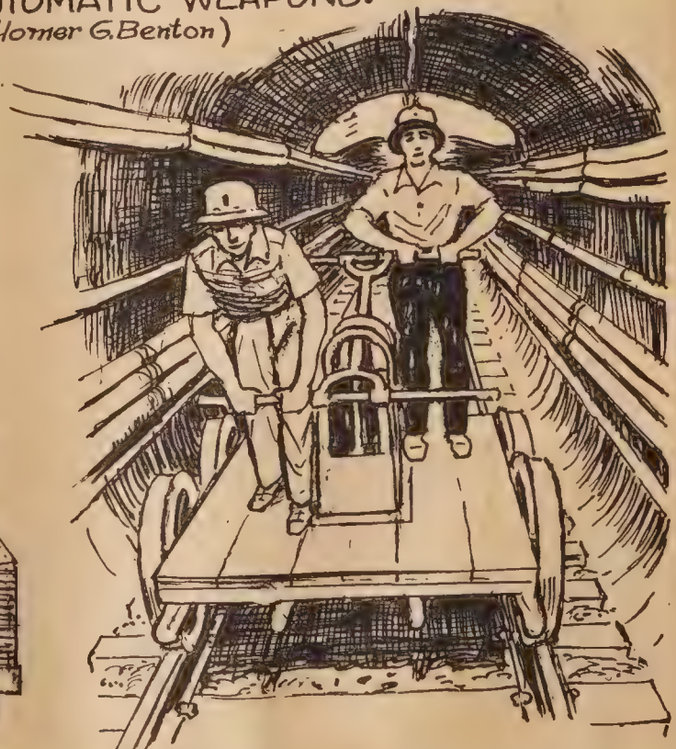
WORLD'S GREATEST CARVER OF WOODEN LOCOMOTIVE MODELS, ERNEST WARTHER OF DOVER, OHIO, MAKES MINUTELY DETAILED 8-FOOT REPLICA OF ABE LINCOLN FUNERAL TRAIN IN EBONY AND IVORY.



SELF-POWERED "WICKUMS" (ARMORED CARS) FOLLOW CARGO TRAINS ON VIETNAM RAILWAY. INSIDE ARE VIETNAMESE TROOPS WITH AUTOMATIC WEAPONS. (*Pic from Homer G. Benton*)



COMPARE MODERN ARMORED CARS WITH THIS TYPE. THE FIRST ONE EVER BUILT. USED ON LINE BETWEEN PHILADELPHIA AND BALTIMORE IN 1861.



PUBLIC NEVER RIDES THIS N.Y. "SUBWAY" UNDER EAST RIVER. CONSOLIDATED EDISON MAINTENANCE AND INSPECTION CREWS HAVE BEEN RUNNING ITS HANDCAR SINCE 1815.

Books of the Rails

RAILS THROUGH DIXIE: *A Classic Album of Southern Railroading*, by John Krause with H. Reid, 176 pages, 8½x11", with more than 310 illustrations and an index, Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $8.95.

An album for steam fans to mull over. Krause shot the nostalgic pictures; Reid wrote the commentary. The combination makes a pleasing book. Reid is an occasional writer for *Railroad Magazine* and the author of two books, *Virginia Railway* and *Extra South*, both of which were well received. *Rails Through Dixie* brings back memories of days that will never come again. The pictures are distinguished by fine flavor and the text is good reading matter.

Two camera studies by H. Reid, whose photos illustrate *Rails Through Dixie*. (Above) Louise Sawyer and Shay engine operated by the Graham County Railroad at Fontana Dam, N.C. (Below) Southern loco 6310 steaming through Tennessee.

DIRECTORY OF RAILWAY OFFICIALS & YEAR BOOK: 1965-'66, compiled from official sources under the direction of the editor of *The Railway Gazette*, 692 pages, 5½x8¼", with 4 indexes, Tothill Press Ltd., 161 Fleet St., London, E.C. 4, England, 70 shillings, $10 in U.S. currency, $10.50 in Canadian currency.

For 70 years this indispensable book has been supplying up-to-date and dependable data on railways all over the world. Each volume notes changes that affect the industry. The latest edition, for example, takes account of new names of railways, increasing use of the metric system, political developments, and particularly the progress of electrification, including Japan's Tokaido Line, which, among other achievements, has added three to the table of the world's long railway tunnels—one nearly 5 miles long, each of the others over 3.

Other tables which have been amplified are the Principal Railway Altitudes and Long Station Plaforms. There are, as usual, long chapters on Locomotives and Rolling Stock, Oil Engines, Transmission Systems, Signalling, Electrified Railways, and Statistical and Other Information. The last-named covers a long list of subjects such as development of world's railway mileage, long railway tunnels, train accidents, preservation of historic locomotives and rolling stock, and railway bibliography. We consult the *Directory* very often.

ENJOY EUROPE BY RAIL: *A guide book to railway travel in Western Europe*, by William Farquhar, 222 pages, 5¼x8¼", with appendices, illustrated with photos and maps, indexed, Ian Allan Ltd., Shepperton, Surrey, England, 25 shillings, or $3.50.

The author, an American journalist, presents the interesting details that tourists should know in order to get the most for their travel-money. Among these details are a list of scenic railways, station services in various countries, how to read timetables, train seating, sleeping and eating facilities, Europe's best trains, travel bargains, railways and the motorist, glossaries of foreign terms, foreign currency, and where to get additional facts. It's a useful and informative volume, with a beautiful full-color front cover.

SMOKE ABOVE THE PLAINS: *Union Pacific, Kansas Division*, by James L. Ehrenberger and Francis G. Gschwind, 64 pages, 8½x11", illustrated with photos, maps, and timetables, E.&G. Publications, Callaway, Neb., $4.95.

Third in the popular E.&G. "Smoke" series, this one drew the following comment from H. B. Jopling, superintendent of the division it covers: "The authors have done a remarkable job of capturing the spirit and history of this division. *Smoke Above the Plains* re-

creates a dramatic and absorbing story of steam power. In my own 41 years on the division I have seen much of what the authors talk about."

The illustrations are excellent, mostly locomotives with or without trains, plus other phases of railroad operation.

AMERICAN RAILROAD JOURNAL: 1966, editing and layout by Donald Duke, 120 pages, 8½x11", hard-cover binding, illustrated, indexed, Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $5.95.

The *Journal* has a venerable name dating back to 1832, but the new version is, of course, vastly different in format and content. It covers "America's pioneer past, when the steam locomotive, the clanging trolley, and the fast interurban were the prime movers of transportation." Donald Duke aims to put out a fresh edition of this book every year.

Included in the 1966 vintage are a history of the old *American Railroad Journal;* a detailed account of the locomotive engineer (who, Don tells us, was often chosen by the board of directors on early American railroads and who, in turn, hired his own fireman); a chapter on the 2-8-4, historical and mechanical data, by Roger Valentine; "Railroaders' Lingo," a long and comprehensive vocabulary compiled by Freeman Hubbard, together with a colorful article on the language used by old-time boomers; "Last of the Birneys," by E. S. Peyton and R. A. Moorman; "America's First Main Line Electrification," by Donald Duke, and "The Single-Drivered Steam Locomotive in the West," by Gerald M. Best.

Each chapter is a richly developed source of rail lore, with numerous illustrations—photographs and old line drawings. The stiff board cover carries a two-toned shot of a Nevada Northern engine near a water tower.

CINCINNATI LOCOMOTIVE BUILDERS: 1845-'68, by John H. White, associate curator of transportation, Museum of History and Technology, Smithsonian Institution, 6x9", 167 pages, with bibliography and index, illustrated, for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 29402, $2.

Serious students of steam power will be fascinated by White's history of locomotive building in Cincinnati and in Covington, Ky., just across the Ohio River. He includes a surprisingly long list of engines built in that area, with some data about each one. The builders were Anthony Harkness & Son; Harkness, Moore & Co.; Moore & Richardson; Robert Moore & Son; Niles & Co.; George Escol Sellers, and Covington Locomotive Works. The book is scholarly, with many footnotes, and is well illustrated.

CITY-MAKERS: *The Story of Southern California's First Boom*, by Remi Nadeau, 168 pages, 8x11", illustrated with more than 100 rare photos, bibliography, index, Trans-Anglo Books, P.O. Box 1562, Long Beach, Calif. 90801, $6.50.

History and adventure march through *City-Makers* like a ruthless conquering army. The book is filled with excitement of the days when Southern California had more cattle than people, when bandit Tiburcio Vasquez terrorized the countryside, when 19 Chinese people were massacred in Los Angeles, and when battles were fought between L.A. citizens and the Southern Pacific to keep the city on the main transcontinental line. It's a great, lusty, brawling volume spiked with rail lore, We enjoyed reading it.

LET'S LOOK AT TRAINS, by Ernest F. Carter, 64 pages, 6x8", indexed, illustrated by Kenneth E. Carter, distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $3.

An attractive book for children.

THE RAILROAD AND THE SPACE PROGRAM: *an Exploration in Historical Analogy*, edited by Bruce Mazlish, 223 pages, 6x9¼", indexed, Massachusetts Institute of Technology Press, 50 Ames St., Cambridge, Mass. 02142, $7.50.

Among other things, Mazlish answers the question, "Are there any lessons to be derived from the Illinois Central's experience which might prove instructive for the Federal Government's involvement in the space program?" His answer is "yes." His thesis is that America's entry into the Space Age in 1957 is "a revolutionary enterprise comparable in scope and influence to the introduction of the railroad in 19th century United States."

Beebe Reviews a Book

(Editor's note: Below is a letter that the late Lucius Beebe wrote to Ron Ziel concerning the book *Steel Rails to the Sunrise*, a Long Island Rail Road history by Ron Ziel and George Foster.)

Because you have solicited my views on your Long Island book I am setting them out for what they are worth. Usually I make a practice of keeping my face shut about other people's books unless I am formally commissioned to review them for some periodical, in which case I have the excuse that I am being paid and it is professional. People lose a lot of friends from having opinions about their efforts.

You have done a remarkably comprehensive job of reporting the Long Island, as nearly definitive as anything could be, and for a long time nobody is going to come along after you and try and take it on. You have uncovered pictures I wouldn't have believed to have existed, and the best of them are epic stuff. I have seen the entire Charles B. Chaney file in the Smithsonian Institution and was not too much impressed; the photos were cropped so closely that they allow no opportunity for makeup. The guy almost never left borders, and his equipment forced him to stand too close in to stop trains at speed. Some of his Pennsy and Reading shots, where he had a wider right-of-way to work from, are much better.

I'm not sure but that you have included too many close duplications and approximate duplications. You have been unable to resist the urge, common to so many writers, to use every print you own. This has entailed a number of fairly meaningless views which seem repetitive. More selectivity would have helped. One snowplow scene to a book is all we have ever allowed ourselves. They'll all pretty much the same. Like photos of storms at sea, they don't mean much when they are printed.

Also, there are a great many wreck scenes, a touch of morbidity which was criticized in your first book. There are by count 60 wrecks, mishaps, or catastrophes by land and by sea, which is overdoing it, even on the Long Island. You remark appropriately that Long Island wrecks had gala overtones, but I think 60 galas is a lot.

That's all I can criticize in the author's work. But when it comes to your publisher's production, I think he has let you down. There are degrees of quality in process printing, and I deplore engraving work that seems to have been photographed through a Navajo rug for filter. I know from experience that almost all the prints you submitted were better than they turned out in offset and this, I think, is unfair on your publisher's part. You have grounds for complaint about needless muddiness and coarse grain reproductions.

Three of my early books, through my own ignorance and lack of legal foresight, were sold south by their original publisher to a firm of scoundrels who have reprinted them as what I can only call a series of street accidents. I did everything in my power to have them suppressed, but I had no legal leg to stand on. The books sell in thousands, far more than the originals which were manufactured with some integrity, and in so doing debase the railroad book market to an immeasurable degree. Some fans will buy anything and just don't know the difference.

Your layouts are strictly pro and very gratifying, with no waste space to suggest padding—although, as I've said, you were padding to some degree with art not strictly justified by its content.

I trust you will not be offended by my candor in the matter. You asked for it.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails above $2.50. All are postpaid.

New York State residents must enclose 2 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y., which has no city sales tax.

The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
THE TRAINS WE RODE, Beebe and Clegg	$15.00	($14.25)
2,000,000 MILES OF TRAIN TRAVEL, Allen	$11.00	($10.45)
DIRECTORY, RY. OFFICIALS, YEAR BOOK	$10.00	($ 9.50)
RAILS THROUGH DIXIE, Krause, Reid	$ 8.95	($ 8.50)
AMERICAN RAILROAD JOURNAL	$ 5.95	($ 5.65)
CITY-MAKERS, by Remi Nadeau	$ 6.50	($ 6.20)
C&O POWER, by Shuster, Huddleston, Staufer	$15.00	($14.25)
THE SITUATION IN FLUSHING, by Love	$ 4.95	($ 4.70)
DINNER IN THE DINER, by Hollister	$ 5.95	($ 5.65)
RAILS TO THE RISING SUN, by Small	$ 7.95	($ 7.55)
GREAT RAILWAY JOURNEYS, by Jones	$ 5.95	($ 5.65)
IN PURSUIT OF THE GENERAL, Pittenger	$ 6.95	($ 6.70)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
INLAND EMPIRE, by John Fahey	$ 5.95	($ 5.65)
LOCOMOTIVE ENGINEER'S ALBUM, Adbill	$12.95	($12.30)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel	$ 5.95	($ 5.65)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
GREAT TRAINS OF ALL TIME, by Freeman Hubbard	$ 4.95	($ 4.70)
BURLINGTON ROUTE, by Richard C. Overton	$10.00	($ 9.50)
TO THE GREAT OCEAN (Trans-Siberian), Tupper	$ 8.95	($ 8.50)
RAILWAYS (British), by George C. Allen	$ 3.00	($ 2.75)
NEVADA COUNTY NARROW GAUGE, by G. Best	$ 7.50	($ 7.15)
GREAT TRAIN ROBBERY, Gosling and Craig	$ 4.50	($ 4.30)
PACIFIC COAST SHAY, by Dan Ranger	$ 7.95	($ 7.55)
RUDOLF DIESEL, by Nitske and Wilson	$ 5.95	($ 5.65)
RAILROAD THAT LIGHTED S. CALIF., by Johnson	$ 7.50	($ 7.15)
SMOKE ABOVE PLAINS, Ehrenberger-Gschwind	$ 4.95	($ 4.70)
SMOKE ACROSS DIVIDE, Ehernberger-Gschwind	$ 4.95	($ 4.70)
SMOKE ACROSS PRAIRIE, Ehernberger-Gschwind	$ 4.95	($ 4.70)
BRITISH RAILWAYS LOCOMOTIVES	$ 3.75	($ 3.55)
WORLD'S UNDERGROUND RYS., F. Howson	$ 6.25	($ 5.95)
B&O POWER, by Alvin Staufer	$15.00	($14.25)
RAILROADS OF BLACK HILLS, Fielder	$12.50	($11.90)
FAMOUS LOCOMOTIVES OF WORLD, by Hamilton	$ 3.25	($ 3.00)
UNUSUAL RAILWAYS, by Wilson and Day	$ 5.75	($ 5.50)
MORE UNUSUAL RAILWAYS, by John Day	$ 5.75	($ 5.50)
WORLD RAILWAYS: 1962-'63 edited by H. Sampson	$28.00	($26.60)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE TRAIN THAT NEVER CAME BACK (true railroad stories for 8-12 age) by Freeman Hubbard	$ 2.75	($ 2.60)
HAWAIIAN RAILWAYS, by John Hungerford	$ 4.95	($ 4.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.60)
RAILWAY SIGNALLING SYSTEMS, Day-Cooper	$ 3.25	($ 3.00)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
CANADIAN NATIONAL RAILWAYS by G. R. Stevens, 2-volume set	$12.50	($11.90)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 3.95	($ 3.75)
SHIPS AND NARROW GAUGE RAILS, by Best	$ 6.00	($ 5.70)
PGE: RAILWAY TO NORTH, by Bruce Ramsey	$ 7.50	($ 7.15)
STEAM LOCOMOTIVES & HISTORY: GEORGIA RR. AND WEST POINT ROUTE, by Prince	$ 9.50	($ 9.00)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
ACROSS THE MIDLANDS, by Cook	$ 8.95	($ 8.40)
STEAM LOCOS OF BURLINGTON, Corbin, Kerka	$15.00	($14.25)
DECLINE OF STEAM, by Colin Gifford	$16.00	($15.20)

HELP! HELP!

$100.00 REWARD

For information leading to actual purchase of complete Model 106 or 120 Winton engines—urgent: Call (203) 748-9243, collect, giving location and person to contact.

SPERRY RAIL SERVICE, DANBURY, CONN.

TRAINS ON STAMPS

Complete set of 16 Belgian Stamps. Minted 1949. Value ranging from ½ Franc to 100 Fr. All depicting trains of various ages. Also, collection of 25 stamps from around the world depicting trains and railroad scenes. Supply limited. Rush $1.00.

HOWARD STAMP CO.
223 Academy St., Trenton, N.J. 08618
Specify if additional selection on approval is desired.

THE STORY OF STEAMTOWN AND EDAVILLE, BY RON ZIEL.

52 pages, 6x9", illustrated with B&W and color photos. Available at $1.00, postpaid, from

STEAMTOWN, U.S.A.
Box 71-H, Bellows Falls, Vt. 05101

Included with this offer, a free copy of leaflet, "I Collect Old Steam Engines". If you want just copy of leaflet, please send a self-addressed, stamped envelope.

NEW YORK CENTRAL
10 inch, 33.3 rpm recording
$4.50 postpaid
Hudsons, Niagaras, Mohawks
Freight and Passenger
Free Literature
RAILROAD RECORD CLUB
Hawkins, Wisconsin 54530

WILMINGTON & WESTERN R.R.
Delaware's Only Steam Railroad
Starting Operation in 1966
(Saturdays, Sundays & holidays from May 30)
A Non-Profit Corporation
"Stock" Certificates available as follows:

Honorary Brakeman:	$ 5.00
Honorary Engineer	10.00
Honorary Conductor	25.00
Honorary Vice President	$100.00 or more

(ALL CONTRIBUTIONS TAX DEDUCTIBLE)
Advance-Sale Ticket-Books, $10.00 each
25 Half-fare tickets (adults may use two tickets). Save about 25%.
MAKE CHECKS PAYABLE TO
HISTORIC RED CLAY VALLEY, INC.
Address correspondence to:
Thomas C. Marshall, Jr., Yorklyn, Del. 19736

BOSTON ELEVATED RAILWAY
METROPOLITAN TRANSIT AUTHORITY
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
Want to know more about these lines? and the equipment?

PCC CAR ROSTER	.50
BOSTON'S DALLAS PCC CARS	1.00
BOSTON'S SEMI-CONVERTIBLE CARS	2.50
BOSTON'S RAPID TRANSIT CARS	1.50
BOSTON'S RAPID TRANSIT LINES	2.50
4-8x10 PIX PCC CARS OF BOSTON	1.50
4-8x10 PIX SEMI CONVERTIBLES	1.50
4-8x10 PIX RAPID TRANSIT CARS	1.50

BOSTON ST. RY. ASSOC., INC.
Box 102 Cambridge, Mass., 02138

We can help you become a

PROFESSIONAL MAN

WITH OUR HOME-TRAINING METHOD, YOU CAN EASILY . . .

- Earn up to $1,000.00 a Month as a . . .
- Highly-Paid Company Investigator with . . .
- Car Furnished, Expense Account, extra Benefits, or . . .
- Operate Your Own Business as Your Own Boss
- Meet and Make Friends with Important People
- Achieve the Professional Status You've Always Wanted

YOU CAN EASILY ACCOMPLISH THIS . . .

- In a Matter of Only Weeks
- In Your Spare Time, At Home
- Working at Your Present Job
- With Only An Average Education
- With No Previous Experience

YOU ARE NEEDED IMMEDIATELY!

There's a shortage of trained professional men. You are urgently needed! Start now and mail coupon for free book. No obligation. No Salesman will call.

THIS COULD EASILY BE YOU!

"This course was most helpful as I am working . . . adjusting all types of claims."
Paul E. Miller Marion, Ohio

". . . I have benefited by taking this course because I am a far better adjuster . . ."
B. H. Doyle Trinidad, W.I.

"It is the best way I know . . . to achieve the position of an insurance adjuster."
C. R. Caudle Shreveport, La.

"This course was worth more than I invested."
J. J. Moran Pomona, Calif.

Fully approved by Association of Home Study Schools

SEND FOR FREE BOOK

UNITED SCHOOLS • DEPT. 461
416 Louisville Ave., Monroe, Louisiana

NAME_____

ADDRESS_____

CITY_____ STATE_____

Shortlines of Pennsylvania

Locomotive roster compiled by Sy Reich

RR. Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Year Built	Notes
			Aliquippa & Southern Railroad						
———	800-802	800	GM-EMD	SW8	B-B	?	?	1953	
———	1200	1200	GM-EMD	SW9	B-B	?	?	1953	
———	1201-1203	1200	GM-EMD	SW1200	B-B	?	?	1954	
———	1204-1207	1200	GM-EMD	SW1200	B-B	?	?	1955	
———	1208-1210	1200	GM-EMD	SW1200	B-B	?	?	1956	
———	1211-1213	1200	GM-EMD	SW1200	B-B	?	?	1957	
			Bellefonte Central Railroad						
———	5323	1200	GM-EMD	SW9	B-B	60,750	246,330	1953	
———	5624	1200	GM-EMD	SW1200	B-B	60,860	246,580	1956	
			Bessemer & Lake Erie Railroad						
W1A	281	500	WH	AO-56	B-B	35,875	143,500	1936	1
W2A	282	1000	BW	DS 4-4-1000	B-B	57,375	229,500	1949	2
W7A	285	800	GM-EMD	SW8	B-B	57,090	231,700	1951	4
W2B	291, 292	1000	Alco-GE	S4	B-B	57,575	230,300	1952	3
W3A	401, 402	1500	BW		C-C	82,500	330,000	1949	5
W3A1	403-407	1500	BW	DR 6-6-1500	C-C	82,600	330,400	1950	
W3A2	408, 409	1600	BLHW	AS-616	C-C	88,750	355,000	1952	
W5A1	451-455	1500	GM-EMD	SD7	C-C	90,450	360,700	1953	
W4A	701A-707A	1500	GM-EMD	F7A	B-B	61,750	247,000	1950	6
W4B	701B-707B	1500	GM-EMD	F7B	B-B	61,750	247,000	1950	7
W4A1	708A-714A	1500	GM-EMD	F7A	B-B	61,750	247,000	1951	6
W4B1	708B-714B	1500	GM-EMD	F7B	B-B	61,750	247,000	1951	7
W4A2	715A-724A	1500	GM-EMD	F7A	B-B	61,750	247,000	1952	8
W4B2	715B-722B	1500	GM-EMD	F7B	B-B	61,750	247,000	1952	
W4A3	725A-728A	1500	GM-EMD	F7A	B-B	61,750	247,000	1953	
W4B3	723B-726B	1500	GM-EMD	F7B	B-B	61,750	247,000	1953	8
W5A	801-803	1500	GM-EMD	SD7	C-C	90,450	361,800	1952	
W5A2	821-825	1750	GM-EMD	SD9	C-C	96,500	386,000	1958	9
W6A	851-857	1800	GM-EMD	SD18	C-C	96,700	386,800	1962	
W8A	881-886	2400	Alco Pr.	RSD-15	C-C	96,530	386,100	1959	10
			Cambria & Indiana Railroad						
———	30, 31	1200	GM-EMD	SW9	B-B	?	?	1951	
———	32-37	1200	GM-EMD	SW9	B-B	?	?	1952	
			Chestnut Ridge Railway						
———	10-11	1000	Alco-GE	S2	B-B	57,500	230,000	1946	
			Cheswick & Harmar Railroad						
———	5	600	BW	———	B-B	39,000	130,000	1933	
———	7	425	GE	60 ton	B-B	30,000	120,000	1942	11
			Conemaugh & Black Lick Railroad						
———	56	650	Whitcomb	65 ton	B-B	32,500	130,000	1944	12
———	60, 61	600	GM-EMD	SW1	B-B	?	?	1949	
———	62-65	600	GM-EMD	SW1	B-B	?	?	1950	
———	100-102	1000	GM-EMD	NW2	B-B	?	?	1949	
———	103-105	1200	GM-EMD	SW7	B-B	?	?	1949	
———	106	1200	GM-EMD	SW7	B-B	?	?	1950	
———	107-111	1200	GM-EMD	SW7	B-B	?	?	1950	
———	112-117	1200	GM-EMD	SW7	B-B	?	?	1950	
———	118, 119	1200	GM-EMD	SW9	B-B	?	?	1952	
———	120, 121	1200	GM-EMD	SW1200	B-B	?	?	1956	
			Cornwall Railroad						
———	100, 101	1000	GM-EMD	NW2	B-B	?	?	1947	13
———	120-122	1200	GM-EMD	SW7	B-B	?	?	1950	14

Owns one other unit, specifications of which are unknown to us.

Bessemer & Lake Erie diesel 406, a Baldwin-Westinghouse product.
Photo by H. A. McBride

Penna. Roster Notes

Roster based on data from officials of the following: Winfield, W&W, NYCTA, P&LE, Monongahela Connecting RR., P&S, Hammermill Paper, A&S, Bellefonte Central, B&LE, EEC, Ironton, Nipak, L&WV, LEF&C, Illinois Central, CNJ, Monongahela, Geo. R. Silcott, Pickands Mather, Republic Steel, C&H, Y&S, N&B, WP-E, P&OV, McKeesport Connecting, P&BR, Stewartstown, Union Railroad and Everett. It is accurate as of the first quarter, 1966.

For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route mileage of less than 400.

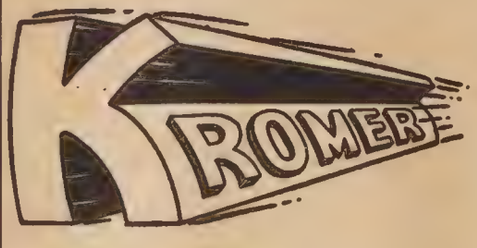
Locomotive builders: (GM-EMD) General Motors, Electro Motive Div.; (WH) Westinghouse Electric Co.; (BW) Baldwin-Westinghouse; (Alco-GE) American Locomotive Co.-General Electric Co.; (BLHW) Baldwin-Lima-Hamilton-Westinghouse; (Alco Pr.) Alco Products; (GE) General Electric; (FM) Fairbanks Morse; (GM-EMC) General Motors-Electro Motive Corp.; (PRR) Pennsylvania Railroad; (Alco) American Locomotive Co.

(1) B&LE 281 scrapped in 1955.
(2) B&LE 282 sold to Columbia-Geneva Steel Div. of U.S. Steel.
(3) BLE 291 and 292 sold to Youngstown & Northern in 1962-'63, renumbered 225, 226.
(4) B&LE 285 originally Donora Southern 802, purchased in 1963.
(5) B&LE 401 and 402 were sold to Elgin, Joliet & Eastern in 1956, renumbered 500-501.
(6) B&LE 701A-711A were sold to B&O in 1962, renumbered 4644A-4654A.
(7) B&LE 701B-711B were sold to B&O in 1962, renumbered 5527-5537.
(8) B&LE 723A, 724A, 723B, 724B, 726B are now in service on Columbia-Geneva Div. of U.S. Steel.
(9) B&LE 821-825 are ex-Duluth, Missabe & Iron Range 136, 140, 141, 146, 148.
(10) BL&E 881-886 are ex-DM&IR 50-55.
(11) C&H 7 was probably originally U.S. Army 6007.
(12) C&BL 56 was originally U.S. Army 8468, then S.A. Healy Construction Co., then South Buffalo Ry. 44, then Fore River RR. 12, then C&BL 56. Sold to Everett RR, not renumbered.
(13) Cornwall 100 and 101 bought from PB&NE.
(14) Cornwall 121 sold to Patabsco & Back Rivers, renumbered 121.
(15) EEC 2 was originally Jay St. Connecting RR. 4, returned to GE in 1922. Rebuilt in 1936 to a 58-ton, 330-hp unit, renumbered 11. Scrapped in 1940.
(16) EEC 9 was originally a City of Baltimore unit. Rebuilt in 1926 to a 50-ton, 200-hp unit. No longer on roster.
(17) EEC 10 was originally GE 6. Rebuilt in 1934 to a 45-ton battery-diesel unit, sold in 1942 to Birmingham Slag Co., not renumbered.
(18) Ironton 750 sold to Patabsco & Back Rivers, renumbered 348.
(19) LEF&C 22, originally M&StL 951, was inherited by C&NW and renumbered 234 in 1956, then purchased by LEF&C in 1957, renumbered 22.
(20) L&NE 1531 and 1532 were originally CNJ 1526, 1532, which were then CNJ 1531-1532. These units were purchased in 1962 by L&NE. Rebuilt in 1959.
(21) L&NE 1601 was originally CNJ 1601, purchased in 1962.
(22) M&P 70 and 80 sold to Republic Steel, renumbered 326, 334.
(23) J&SC 1 and 2, originally U.S. Army engines, were purchased from Etna & Montrose, where they were E&M 1-2. No longer on roster.
(24) J&SC 3, originally U.S. Army, was purchased from Union RR., where it was URR 408. Sold to South Brooklyn RR., renumbered 3, then renumbered NYCTA 20,000.

(Continued on page 52)

Strasburg's No. 31 was built by Baldwin in 1908 and is still in service.
Donald E. L. Hallock, Lancaster, Pa., Intelligencer Journal

FINE CAPS FOR OVER HALF A CENTURY



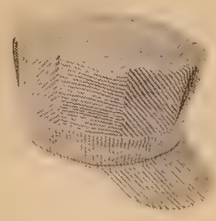
A VARIETY OF CAPS FOR INDOOR AND OUTDOOR RAILROADERS FOR EVERY SEASON OF THE YEAR

SEND FOR FREE CATALOG

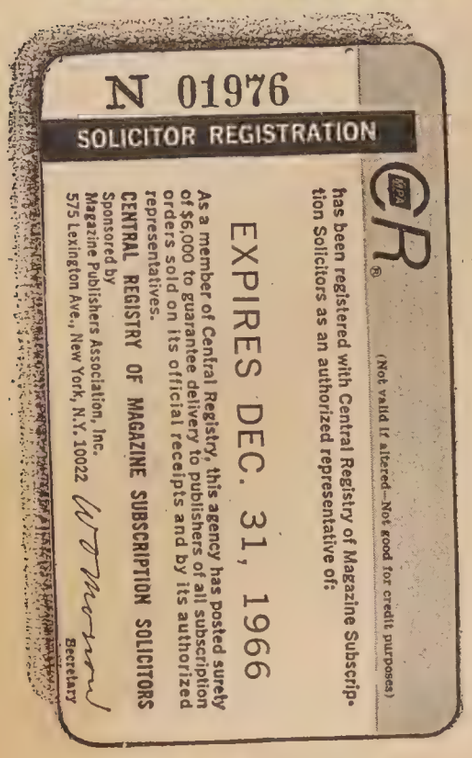
KROMER CAP CO., INC.

1027 NORTH SEVENTH STREET

MILWAUKEE, WISCONSIN 53233



This Card


N 01976
SOLICITOR REGISTRATION
CR
(Not valid if altered—Not good for credit purposes)
has been registered with Central Registry of Magazine Subscription Solicitors as an authorized representative of:
EXPIRES DEC. 31, 1966
As a member of Central Registry, this agency has posted surety of $6,000 to guarantee delivery to publishers of all subscription orders sold on its official receipts and by its authorized representatives.
CENTRAL REGISTRY OF MAGAZINE SUBSCRIPTION SOLICITORS
Sponsored by
Magazine Publishers Association, Inc.
575 Lexington Ave., New York, N.Y. 10022
Secretary

is YOUR Insurance...

When you purchase a magazine subscription from a representative calling at your home, how can you be sure your order will be handled honestly, dependably, in a businesslike manner?

Simply make certain the representative is registered with the Central Registry of Magazine Subscription Solicitors.

Every magazine representative registered with CR today carries a special CR card like the one above, which he will be happy to show at your request.

When you place your order with a CR registered representative, *you are assured prompt and dependable service backed by $6,000.00 in posted bonds.*

His CR card certifies he is bonded for his honesty and integrity, and it is your *insurance* of full satisfaction on your order.

CENTRAL REGISTRY
OF MAGAZINE SUBSCRIPTION SOLICITORS
575 Lexington Ave., New York, N.Y. 10022

CR

Coudersport & Port Allegany Railroad

Owns two units, specifications of which are unknown to us.

East Erie Commercial Railroad

———	2	200	GE	55-ton	B-B	27,500	110,000	1918	15
———	9	200	GE	?	B-B	?	?	1918	16
———	10	?	GE	40-ton	B-B	20,000	80,000	1920	17
———	11	330	GE	58-ton	B-B	29,000	116,000	1918	15
———	12	300	GE	57-ton	B-B	25,000	114,000	1935	
———	13	250	GE	61-ton	B-B	30,500	122,000	1937	67
———	14	400	GE	65-ton	B-B	32,500	130,000	1941	68
———	17, 18	600	GE	70-ton	B-B	35,000	140,000	1950	

Everett Railroad

———	56	500	Whitcomb	6 DCS 1879	B-B	43,000	130,000	1944	12
———	6506	500	Whitcomb	6-DCS 1879	B-B	43,330	130,000	1945	46

Ironton Railroad

———	750, 751	1000	BW	DS 4-4-1000	B-B	58,750	235,000	1948-9	18

Johnstown & Stony Creek Railroad

———	1-2	?	Whitcomb	65-ton	B-B	32,500	130,000	?	23
———	3	?	Whitcomb	65-ton	B-B	32,500	130,000	?	24
———	462, 469, 471	600	GM-EMD	SW1	B-B	49,500	198,000	1949-50	66

Lackawanna & Wyoming Valley Railway

Owns no equipment. Leases one diesel from Erie-Lackawanna.

Lake Erie, Franklin & Clarion Railroad

———	20	1000	Alco-GE	RS-1	B-B	73,200	244,000	1949	
———	21	1000	Alco-GE	RS-1	B-B	73,200	244,000	1950	
———	22	1000	Alco-GE	RS-1	B-B	73,200	244,000	1951	19

Lehigh & Hudson River Railway

———	1-13	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950-1	
———	21, 22	2000	Alco Pr.	DL-721A	B-B	61,750	247,000	1963	

Lehigh & New England Railway

FSD 40	1531, 1532	1500	GM-EMD	GP7	B-B	62,528	250,320	1952	20
FSD-79	1601	1600	Alco-GE	RSD-4	C-C	90,055	360,760	1951	21

Maryland & Pennsylvania Railroad

———	70	600	GM-EMD	SW1	B-B	49,500	?	1946	22
———	80, 81	1000	GM-EMD	NW2	B-B	62,500	250,000	1946	22
———	82	1200	GM-EMD	SW9	B-B	62,000	254,000	1951	

McKeesport Connecting Railroad

———	1001-1007	1000	Alco-GE	S2	B-B	69,000	220,400	1948	

Monongahela Connecting Railroad

———	100	900	GE	100-ton	B-B	50,000	200,000	1936	25
———	101, 102	500	GE	80-ton	B-B	40,000	160,000	1937	26
———	110, 111	900	GE	100-ton	B-B	60,000	200,000	1941	25
———	139-143	1000	Alco-GE	S4	B-B	69,000	234,000	1951	
———	144-149	1000	Alco-GE	S2	B-B	69,000	234,000	1948-9	
———	S150	1000	GE	115-ton	B-B	72,000	230,000	1937	27
———	151-159	1000	Alco-GE	S2	B-B	69,000	234,000	1946-9	
———	S160, S161	1100	GE	126-ton	B-B	78,600	252,000	1939	27
———	S162, S163	1100	GE	126-ton	B-B	78,600	252,000	1945	27
———	S175, S176	1500	GE	128 ton	B-B	78,600	262,000	1940	27
———	700	1800	Alco Pr.	RS-11	B-B	81,600	260,000	1957	

Monongahela Railway

DES-1a	400-406	1200	BLHW	S-12	B-B	61,770	247,100	1952	
DES-1b	407-418	1200	BLHW	S-12	B-B	62,125	248,500	1953	28
DES-1c	419-426	1200	BLHW	S-12	B-B	61,650	246,600	1954	28

Montour Railroad

———	70-72	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	29
———	73-76	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	
———	77-84	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	

Photograph by Sy Reich

L&NE road diesel awaits a freight train in the New Haven's Maybrook yards.

No. 70 outside the York enginehouse. (Other "Ma & Pa" photographs on page 18).
Photo by Norris R. Young, Box 11, Hanover, Pa.

Northampton & Bath Railroad

----	1001, 1002	1000	GM-EMD	NW2	B-B	62,500	248,000	1947	30

Philadelphia Belt Line

Owns no equipment.

Philadelphia, Bethlehem & New England Railroad

----	11	600	GM-EMD	SW1	B-B	?	?	1942	
----	12	600	GM-EMD	SW1	B-B	?	?	1940	31
----	13, 14	600	GM-EMD	SW1	B-B	?	?	1940	31
----	15, 16	600	GM-EMD	SW1	B-B	?	?	1940	31
----	17, 18	600	GM-EMD	SW1	B-B	?	?	1941	31
----	19	600	GM-EMD	SW1	B-B	?	?	1942	
----	21	1000	GM-EMD	NW2	B-B	?	?	1941	
----	22	1000	GM-EMD	NW2	B-B	?	?	1946	
----	23-25	1000	GM-EMD	NW2	B-B	?	?	1946	
----	28	1000	GM-EMD	NW2	B-B	?	?	1948	
----	31, 32	1200	GM-EMD	SW7	B-B	?	?	1950	
----	33, 34	1200	GM-EMD	SW7	B-B	?	?	1950	
----	35, 36	1200	GM-EMD	SW9	B-B	?	?	1951	
----	37, 38	1200	GM-EMD	SW9	B-B	?	?	1952	
----	39	1200	GM-EMD	SW1200	B-B	?	?	1956	
----	40-43	1200	GM-EMD	SW1200	B-B	?	?	1957	
----	51-54	900	GM-EMC	NC	B-B	?	?	1937	
----	55	900	GM-EMC	NC	B-B	?	?	1937	

Pittsburgh & Ohio Valley Railway

----	1-3 (1st)	?	Whitcomb	?	B-B	?	?	1944	32
----	3 (2nd)	1200	GM-EMD	SW9	B-B	60,675	250,000	1951	33
----	4	800	GM-EMD	SW8	B-B	56,586	230,000	1952	34
----	5	600	GM-EMD	SW1	B-B	48,278	200,000	1951	35

Pittsburg & Shawmut Railroad

----	231-239	1200	GM-EMD	SW9	B-B	12,320	248,000	1953	

Pittsburgh, Allegheny & McKees Rocks Railroad

----	1	300	GE	45-ton	B-B	22,500	90,000	?	
----	2	300	GE	45-ton	B-B	22,500	90,000	1941	36

Owns one other unit, specifications of which are unknown to us.

Pittsburgh, Chartiers & Youghiogheny Railway

DES-F1	1	1000	FM	ALT 100.6a	B-B	62,497	249,990	1949	
DES-2E	2, 3	1200	GM-EMD	SW9	B-B	60,750	243,000	1951	33
DES-3E	4	1200	GM-EMD	SW9	B-B	61,657	246,590	1952	
DES-4E	5	1200	GM-EMD	SW9	B-B	60,770	246,410	1953	

Steelton & Highspire Railroad

----	21	600	GM-EMC	SC	B-B	?	?	1936	37
----	22	600	GM-EMC	SC	B-B	?	?	1936	
----	23	600	GM-EMC	SC	B-B	?	?	1937	
----	24	600	GM-EMC	SW	B-B	?	?	1937	
----	26	600	GM-EMC	SW	B-B	?	?	1937	38
----	27	600	GM-EMC	SC	B-B	?	?	1937	37
----	40, 41	1200	GM-EMD	SW9	B-B	?	?	1951	
----	42, 43	1200	GM-EMD	SW9	B-B	?	?	1952	
----	44	1200	GM-EMD	SW1200	B-B	?	?	1956	

Owns one other unit, specifications of which are unknown to us.

Stewartstown Railroad

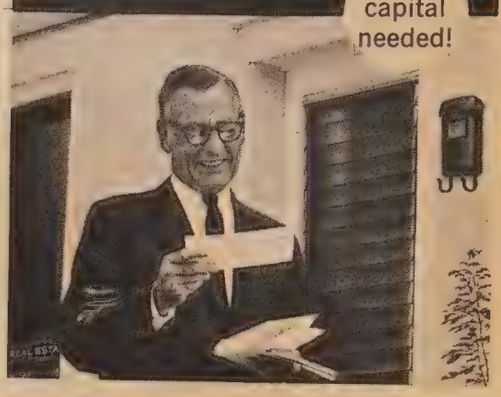
----	6	?	Plymouth	25-ton	B	12,500	50,000	1939	
----	9	?	Plymouth	35-ton	B	17,500	70,000	1943	

Strasburg Railroad

----	1 (2nd)	?	Plymouth	HL	B	10,000	40,000	1926	
----	1 (1st)	----	PRR	----	4-4-O	?	?	1891	39
----	4	----	Baldwin	----	0-4-OC	?	?	1903	40
----	7	----	GE	28-ton	B-B	14,000	56,000	1915	41
----	31	----	Baldwin	----	0-6-0	34,000	160,000	1908	42
----	98	----	Alco	----	4-4-0	?	?	1909	43
----	Strasburg	----	Baldwin	----	4-4-OT	?	?	1863	

BE YOUR OWN BOSS! TRAIN FOR BIG EARNINGS IN THE REAL ESTATE BUSINESS

No capital needed!



Learn at home! Free booklet describes newest opportunities in America's ever-expanding real estate boom.

Get into Real Estate without a penny of capital! Earn a splendid living from commissions and fees – in hours of your own choosing. With LaSalle spare-time training you can prepare to get into business for yourself – using your home as your office if you like.

Or you can first qualify for one of thousands of well-paid positions in brokerage offices, banks, loan companies, investment and insurance firms, government agencies and other institutions engaged in today's vastly expanded real estate activity.

The LaSalle home study course in Real Estate gives you complete, up-to-date training in selling and managing residential and commercial properties. You study at any convenient hour, without interfering with your present work. You learn about sales techniques, appraisals, taxes, mortgages, insurance, building and land development. You receive all preparation normally needed for state license examination for salesman or broker. Valuable 14-volume law library included. Send for free illustrated booklet to LaSalle, 417 South Dearborn Street, Chicago, Illinois 60605.

LA SALLE EXTENSION UNIVERSITY
A Correspondence Institution
417 S. Dearborn, Dept. 54-025, Chicago, Illinois 60605

Please mail me, your free illustrated booklet "Opportunities in Real Estate."

Name.....

Address..... County.....

City & State..... Zip No.....

Occupation..... Age.....

Working Hours.....A.M.....P.M.

462

Union Railroad

D-59	451-454	660	Alco-GE	S1	B-B	?	?	1947	
D-57	455-468	600	GM-EMD	SW1	B-B	57,510	197,000	1949	45
D-57	469, 470	600	GM-EMD	SW1	B-B	57,510	197,000	1950	45
D-57	471-476	600	GM-EMD	SW1	B-B	57,510	197,000	1950	45
D-69	500, 501	1000	Baldwin	VO 1000	B-B	?	?	1940	47
D-69	502-505	1000	Baldwin	VO 1000	B-B	?	?	1941	48
D-69	506-518	1000	Alco-GE	S2	B-B	69,000	230,000	1941-4	
D-69	519-528	1000	Alco-GE	S2	B-B	69,000	230,000	1945	
D-69	529-535	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
D-69	536, 537	1000	Alco-GE	S4	B-B	69,000	230,000	1951	
D-75	541-549	1000	GM-EMD	NW2	B-B	73,145	244,000	1949	
D-75	550-555	1000	GM-EMD	NW2	B-B	73,380	244,000	1949	
D-75	556-560	1000	GM-EMD	NW2	B-B	73,800	246,000	1948	
D-75	561, 562	1000	GM-EMD	NW2	B-B	73,145	244,000	1947	49
D-75	563-568	1200	GM-EMD	SW9	B-B	73,800	246,000	1953	50
D-75	569-572	1200	GM-EMD	SW9	B-B	73,800	246,000	1953	51
D-75	573, 574	1200	GM-EMD	SW7	B-B	73,800	246,000	1950	52
D-75	575-576	1200	GM-EMD	SW9	B-B	73,100	244,000	1951	60
D-75	577-588	1200	GM-EMD	SW9	B-B	73,100	244,000	1951-2	53
?	600-607	1500	Alco-GE	RS-2	B-B	?	?	1948	54
?	608-612	1500	Alco-GE	RS-2	B-B	?	?	1949	55
D-107	613-619	1500	BW	DRS 6-6-1500	C-C	106,500	356,000	1949	56
D-99	620-624	1500	BW	DRS 6-6-1500	C-C	106,500	356,000	1949	56
D-108	625-627	1600	BLHW	AS-616	C-C	?	?	1951	57
D-150	701, 702	1200	GM-EMD	TR5A	B-B	73,100	244,000	1951	
D-150	701C, 702C (2nd)	1200	GM-EMD	SW9	B-B	73,100	244,000	1951-2	53
D-225	703, 704 (1st)	1200	GM-EMD	SW7	B-B	73,100	244,000	1950	58
D-225	704 (2nd)	1200	GM-EMD	SW7	B-B	73,100	244,000	1952	53
D-150	701C-704C (1st)	1200	GM-EMD	TR5B	B-B	73,100	244,000	1951	59
D-150	703B, C-704B, C (2nd)	1200	GM-EMD	TR5B	B-B	73,100	244,000	1951	59
D-225	704D	1200	GM-EMD	SW9	B-B	73,100	244,000	1952	53
D-150	705, 706	1200	GM-EMD	SW7	B-B	73,800	246,000	1950	52
D-150	705C, 706C	1200	GM-EMD	SW9	B-B	73,100	244,000	1951	61
D-150	707, 708	1200	GM-EMD	SW9	B-B	73,100	244,000	1952	62
D-150	707C, 708C	1200	GM-EMD	SW9	B-B	73,100	244,000	1951-2	53
D-150	709	1200	GM-EMD	SW7	B-B	73,100	244,000	1950	58

Unity Railways

——	53	800	GM-EMD	SW8	B-B	?	?	1953	

Upper Merion & Plymouth Railroad

——	51, 52	660	Baldwin	VO 660	B-B	?	?	1941-2	
——	57	400	GE	44-ton	B-B	22,000	88,000	1950	63

Owns seven other units, specifications of which are unknown to us.

Waynesburg & Washington Railroad

Owns no equipment.

Wellsville, Addison & Galeton Railroad

——	300	?	GE	50 ton	B-B	25,000	100,000	1936	64
——	1200, 1300	960	GE	125 ton	B-B	62,500	250,000	1937	65
——	1800, 1400, 1600	1000	GE	132 ton	B-B	66,000	264,000	1939	65
——	1700, 1500	1000	GE	132 ton	B-B	66,000	264,000	1940	65

Western Allegheny Railway

Owns one unit, specifications of which are unknown to us.

West Pittston-Exeter Railroad

——	1043	660	Alco-GE	S1	B-B	59,400	188,000	1950	

Winfield Railroad

——	5	300	GE	50-ton	B-B	20,000	100,000	1953	

Youngstown & Southern Railway

Owns no equipment. Leases two units from Montour Railroad.

Notes (continued from page 49)

(25) MC 100, 110-111, originally equipped with 500-hp Cooper-Bessemer engines, were repowered with Cummings engines in 1954.

(26) MC 101 was scrapped. MC 102 is no longer on roster.

(27) MC S150, S175-S176, S161-S163 were converted to booster units. S163 was scrapped in 1957. Nos. S160-S161, S175-S-176 were originally Jones & Laughlin 160-161, 175-176.

(28) Monongahela 410 was scrapped in 1964. Nos. 415, 419, 422, 425 were sold to G.R. Silcott Ry. Equipment, then sold to Pickands Mather & Co.

(29) Montour 70-71 leased to Youngstown & Southern. 72 is no longer on roster.

(30) N&B 1001-1002 were originally Lake Terminal 1001-1002.

(31) PB&NE 12, 13, 16 were rebuilt; 14-18 were sold to the Patabsco & Back Rivers, renumbered 151-154.

(32) P&OV 1-3 (1st) no longer on roster.

(33) P&OV 3 (2nd) was originally Pittsburg, Chartiers & Youghiogheny 2.

(34) P&OV 4 was originally Pittsburg Coke & Chemical 4.

(35) P&OV 5 was originally Allegheny & South Side 101.

(36) MA&MR 2, originally a GE Co. locomotive at River Works, Lynn, Mass., was sold to Groveton Paper Co., renumbered 1, then sold to the Lakeville, Avon & Livonia, renumbered 1.

(37) S&H 21, 27 rebuilt to SW900 (mod).

(38) S&H 26 rebuilt to SW8 (mod).

(39) Strasburg 1 was originally PRR 558 class D-10, then renumbered PRR 937, then PRR 929, then purchased by Strasburg in 1906.

(40) Strasburg 4 was originally Reading Co. 1187, then Colorado Fuel & Iron 4, then Strasburg 4.

(41) Strasburg 7 was originally a University of Michigan loco. Sold to Warwick, renumbered 100; then sold to Strasburg, renumbered 4.

(42) Strasburg 31 was originally Grand Trunk 118, then GT 1708, then Canadian National 7157, then CN 7240, then CN 7312 (2nd). Purchased by Strasburg in 1959, renumbered 31.

(43) Strasburg 98 was originally Mississippi Central 98, then Louisiana Eastern 98. Purchased by Strasburg, renumbered 98.

(44) Union 451 and 454 are no longer on roster. 453 was sold to Brooklyn Eastern District Term., renumbered 21.

(45) Union 460, 462, 469, 471 are no longer on roster. Nos. 455-458, 463, 465, 467-468, 470 are rebuilt. Nos. 462, 469, 471 were sold to Johnstown & Stoney Creek, not renumbered.

(46) Everett 6506 was originally Wheeling Steel Corp. 6506.

(47) Union 500 and 501 were sold to P&BR, renumbered 329 (2nd), 357.

(48) Union 502-504 are no longer on roster. 505 was sold to P&BR, renumbered 353.

(49) Union 561-562 were originally Lake Terminal 1003-1004.

(50) Union 563-568 were originally DM&IR 12, 17-18, 20-22.

(51, 52) Union 569-572 not purchased new; 573-574 originally 706, 705.

(53) Union 577-579 renumbered 701C, 702C, 708C. Union 584-588 renumbered 704D, 704 (2nd), 707C, 708, and ?.

(54) Union 601 and 602 were sold to Peabody Short Line, renumbered 702-703; inherited by Illinois Central, not renumbered. 604-607 were sold to Alton & Southern, renumbered 46-48, 52.

(55) Union 608-611 no longer on roster. Union 609-612 sold to A&S, renumbered 49, 53-54, 51.

(56, 57, 58, 59) Union 613-624 were rebuilt by GM-EMD; 625-627 no longer on roster; 704 (1st) renumbered 709; 701C-704C (1st) renumbered 703C, 703B, 704C, 704B.

(60, 61, 62) Union 575-576 renumbered ?, 706C; 705-706C were originally ? and 576. 707-708 were originally ? and 587.

(63) UM&P 57 sold to Nipak, Inc., given no number.

(64) WA&G 30, originally GE No. 6, was sold to Unadilla Valley in 1954, renumbered 300; then sold to WA&G in 1955, not renumbered; then sold to Southern N.Y. in 1957, not renumbered.

(65) WA&G 1200, 1300, 1800, 1400, 1600, 1700, 1500 were originally Ford Motor Co. 1000-1004, 1006-1007.

(66) J&SC 462, 469, 471 were originally Union 462, 469, 471.

(67) EEC 13 no longer on roster.

(68) EEC 14 sold to Hammermill Paper in 1949, renumbered 15.

Eight orange and black B&LE diesels, all serviced at North Bessemer, Pa., await trains.

H. A. McBride

Coming Events

SEND advance notices of fantrips, railfan conventions, etc., to Art Knowles, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017. Send them early, to be sure of getting them published. Items for this section should be mailed at least 8 weeks prior to the date when subscribers will get their copies of the magazine in which the events will be announced. For example, our July issue will reach subscribers about May 28th and will hit the news-stands about June 2nd. Items to appear in that issue should be on our desk not later than May 10th.

April: some Sat., 3rd annual Shenandoah Valley Special from Washington, D.C., to Harrisonburg, Va., via Southern, beautiful country. Write Rail Travel Assn., Box 62, Alexandria, Va. 22313.

April 2: Lv. Richmond, Va. 9 a.m. for West Point, Va., over line used by Gen. McClellan to attack Richmond. Diesel and 2 cars owned by NRHS Old Dominion Chapter (host of 1966 annual convention). Return about 5 p.m. Fare $7.95, kids $7.95. Write John P. Smith, 3125 Lamb Ave., Richmond, Va. 23222.

April 9-17: Mexico, Easter holiday trip by rail from Chicago, conducted tours at Mexico City, $185 from Chicago, $175 from St. Louis. Write Mid-America Travel Agency, 610 E. Green St., Champaign, Ill. 61820.

April 16 (and May 14): Ten-day trip on "Delta Queen," famous sternwheeler, from Cincinnati to New Orleans. Contact Greene Line Steamers, 380 Public Landing, Cincinnati, Ohio 45202, or 10 E. 40th St., New York, N.Y. 10016.

April 16: Special train to Ramona Outdoor Play at Hemet, Calif. sponsored by Orange Empire Trolley Museum. Fifth annual trip. Lv. Los Angeles 9:45 a.m., Pasadena 10:15. Returning, due Pasa-

dena 10:10, and LA 10:45. Fare $14.50, incl. play and barbecue dinner (kids $10). Write Ramona by Rail, Box 548, Perris, Calif. 92370.

April 15-17: special cars on SP's "Del Monte." Visit historic Hearst Castle, 2 nights at Monterey, 90-mile motorcoach ride along scenic coast. Lv. San Francisco 4:50 p.m.; return Sunday evening. Write R&LHS, Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif. 94061.

April 23: "A day with the Super Skunk"; special chartered train to ride the Skunk to Redwood Grove and return to Willits, photo stops. Write R&LHS, Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif. 94061.

April 23-24: Railroad Enthusiasts jamboree in New York. Sat. morning, behind-the-scenes tour of Grand Central Terminal. Then 5-hour tour of N.Y. Harbor, visiting rr. facilities in afternoon. Banquet in evening with speaker and movies. All-day LIRR trip to Greenport, partly over freight-only lines, meal at Greenport. Consist: coaches, and parlor cars, an open obs. car. Cost of the package $16 in coaches, $21 in parlor car. Cost of Greenport luncheon is extra. Write Railroad Enthusiasts, Box 258, Caldwell, N.J. 07006.

April 23-24: 25th anniversary of NRHS LV Chapter; banquet, movies, bus and steam trip. Write Gerhard Salomon, 530 Cleveland St., Allentown, Pa. 18103.

April 24: Steam on the Q, Chicago to Zearing. Write Illini RR. Club, Box 62, Champaign, Ill. 61820. Alas, no more Burlington steam after July 17th!

April 24: Special Santa Fe train from Pasadena to Bakersfield, 4 cars, incl. cafe-obs 1509; high speed running, Cajon Pass, Tehachapi Mts. Lunch and dinner stops at Harvey House in Barstow. Write Pacific RR. Society, Box 5279, Los Angeles, Calif. 90055.

April 24: Tour Illinois Central electric suburban system, covering all trackage. Lv. Randolph St. Terminal 9 a.m. CDT; return 4 p.m. Fare $6 (kids, wives, girl friend $4), incl. fried chicken dinner. (how can they do it for that price?) Write Thomas Kopriva, CERA, Box 503, Chicago, Ill. 60690.

April 30: Apple Blossom Special Lv Richmond, Va. 7:50 a.m. to Harper's Ferry and Winchester, 5 hours layover at Harper's Ferry or go on to Winchester over B&O freight line and have lunch at George Washington Hotel and see antique auto show. Due back at Richmond 8 p.m. Fare: $10.95, kids $6.95. Write John P. Stith, NRHS, 3125 Lamp Ave., Richmond, Va. 23222.

April 30-May 1: Two steam locos, 2 railroads: Lv Rutland, Vt., 10 a.m. for Steamtown (Bellows Falls, Vt.) 105 miles round trip, with steam engine 89. Banquet Sat. eve. at Hotel Bardwell. Lv. Rutland 9 a.m. for Burlington, Vt., 135 miles round trip with loco 97. A bus from New York City if there is a load. Write Empire State Ry. Museum, Inc., Box 459, New York, N.Y. 10005.

May 7: Steam on Green Mt. RR. Lv Bellows Falls, Vt., 10:30 a.m. from Riverside Sta. (2 miles north of Bellows Falls on Rte. 5) for Rutland; 105 miles round trip, photo stops. Fare, incl. chicken barbecue dinner, $9.75, kids $6. Write Brotherhood of Live Steamers, Edgar Kruckeberg, Box 173, Garwood, N.J. 07027, or Howard Crotty, 8 Walnut St., South Hadley Falls, Mass. 01043.

May 7: Doubleheader Steam Special on Cass Scenic RR. Lv. Cass, W. Va., 10 a.m. EDT, all-day trip, 2 Shays, open flatcars with seats, caboose, switchbacks, photo and movie stops, 11 percent grades, open house at Cass back shops. Fare: $4 (no child fares), sponsored by NRHS and W. Va. Dept of Natural Resources. Write: Old Dominion Chapter, Box 8583, Richmond, Va. 23226.

May 8: Annual spring rail excursion to Dover, Del., via Baltimore and Del-Mar-Va freight-only div. Lv. Washington, D.C. 8:30 a.m. EDT. Picture stop at Chesapeake and Delaware Canal. Delaware State Historical Museum and State Capitol will be open. Fare $8.75, kids $4. Write NRHS, Washington Chapter, Trip Committee, Box 487, Washington, D.C. 20044.

May 13-15: railfan ramble on Atlantic Coast Line. NMRA Spring meet. ACL trip is from Bradenton, Fla., to Rainbow Springs. Model contests, movies, displays, railfanette activities. Bradenton Cabana. Write Steven C. Doychak, Box 321, Bradenton, Fla. 33505.

May 14: 20-day trip on historic sternwheeler "Delta Queen," Cincinnati to colorful New Orleans. Write: Greene Line Steamers, Inc., Cincinnati, Ohio 45202, or 10 E. 40th St., New York, N.Y. 10016.

May 14: ride New Haven freight lines; Boston, Putnam, Plainfield, Willimantic, Hartford, Middletown; Air line to Cedar Hill Yards. Shore line back to Boston. Write Roland P. Blodgett, 199 Coleman St., Malden, Mass. 02148.

May 21-22: Ride Santa Fe freight lines: Porterville, Visalia, and Wihtoke districts for branch lines and some fast running between Corcoran and Bakersfield, Lv. Pasadena 5 a.m., San Berdo 6:10, Bakersfield 12:40; due Fresno 7 p.m. for the night. Consist: Combo, coaches, and CPR, open obs. car 599. Party limited to about 225 for better fun (but 200 is minimum by May 1st). Fare $28, incl. 2 box lunches and $2 room deposit. (No child's fare). Due back Pasadena 9:15 p.m., May 22nd. Write early to San Joaquin Valley Flyer, Box 548, Perris, Calif. 92370. (Orange Empire Trolley Museum).

May 22: Steam on the Q: Chicago to Ottawa: Write Illini RR. Club, Box 62 Champaign, Ill. 61820. Only 2 more Burlington trips with steam!

May 28-29: Steam on Central Vermont. Advance notice of trip with CNR 6218 from New London, Conn., to Brattleboro, Vt. May have steam from New Haven. Write Noel Weaver, BERA, Box 457, Short Beach, Conn.

June 3: 10-day trip on famous old sternwheeler "Delta Queen" from Cincinnati to St. Louis. Write Greene Line Steamers, Inc., 380 Public Landing, Cincinnati, Ohio 45202. June 13: 10-day trip same as above to Pittsburgh, Pa.

June 19: Steam on the Q: Chicago to Galesburg (diesel returning): Write Illini RR. Club, Box 62, Champaign, Ill. 61820. Only one more Burlington steam trip left!

June 11-18: Annual trip from Chicago to Silverton, Colo., but this is almost the last one, because CB&Q is taking off its final steam locomotive July 17. This will be a historic trip. Write Illini Railroad Club, Box 62, Champaign, Ill. 61820.

June 19: Steam on the Q. Chicago to Galesburg (diesel returning): Write Illini RR Club, Box 62, Champaign, Ill. 61820. Only one Burlington steam trip left!

June 19: Trolleyrama Day. Lv. Cleveland Union Terminal 8 a.m. Trolley and other "transportation to Columbia Park & Southwestern Ry. at Olmsted Falls, Ohio" (traction operating museum). Back to Union Terminal for lunch. Lv. 1:15 to tour Shaker Heights Rapid Transit. Trip ends 6:45.

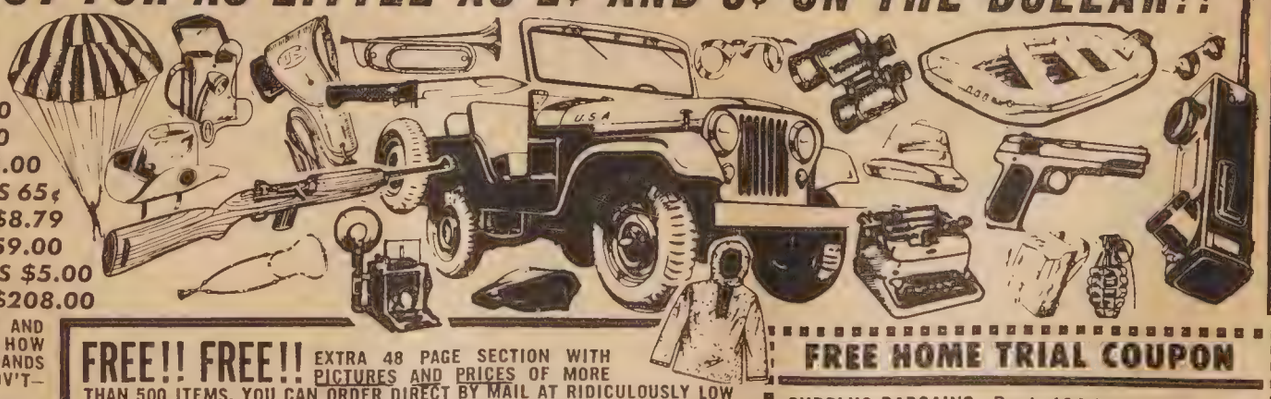
July 17: Last run with CB&Q steam! This is the end! Chicago to Denrock. Sorry, we have no further details. Write Illini RR. Club, Box 62, Champaign, Ill. 60820.

U.S. GOV'T SURPLUS

DIRECT FROM GOV'T. FOR ONLY A FRACTION OF ORIGINAL COST. BUY FOR AS LITTLE AS 2¢ AND 3¢ ON THE DOLLAR!!

Examples:

JEEPS $63.00
BOATS $178.00
BICYCLES $5.50
TELESCOPES $4.00
LEATHER BOOTS 65¢
TYPEWRITERS $8.79
AIRPLANES $159.00
REFRIGERATORS $5.00
PASS. BUSSES $208.00



COMPLETE SOURCES AND INFORMATION ON HOW YOU CAN BUY THOUSANDS OF ITEMS FROM GOV'T—ONLY $1.00

FREE!! FREE!! EXTRA 48 PAGE SECTION WITH PICTURES AND PRICES OF MORE THAN 500 ITEMS. YOU CAN ORDER DIRECT BY MAIL AT RIDICULOUSLY LOW SURPLUS PRICES. YOURS FREE WHEN YOU SEND $1.00 FOR THE DIRECTORY.
THIS IS THE WORLD'S LARGEST STOCK!!

RIFLES 10.95	PISTOL BELTS 1.05	Life Rafts, Walkie Talkies,
PARACHUTES 21.95	STEEL HELMETS 2.15	Swords, Paratrooper
BOATS 16.45	GIANT BALLOONS 1.38	Boots, Flags, Sleeping
SHOES 1.65	MODEL CANNONS 1.38	Bags, Cots, Phones,
JACKETS 3.25	BAYONETS 1.65	Mine Detectors, Bugles,
TENTS 6.55	CARTRIDGE BELTS 1.05	Hand & Leg Irons,
BAYONETS 2.15	STEEL AXES 2.70	Blankets, Bullet Proof
HAND GRENADES 1.60	CANTEENS 67c	Vests, Flares, Cartridge
COMMANDO KNIVES 1.38	FOLDING STOVE 1.38	Belts, Ammo, Rifle Scopes,
COMPASSES 1.05	FIELD PACK 1.05	Maps, Shovels, Canteens,
HOLSTERS 2.15	MIRRORS 61c	Saddles, First Aid
MACHETTES 2.15	FIELD JACKETS 3.25	Supplies, Sunglasses,
GOGGLES 61c	AND Bunk Beds,	Mess Kits, Haversacks,
		AND HUNDREDS MORE!

BUY ONE, TWO OR A DOZEN OF ANY ITEM YOU WANT.
MINIMUM ORDERS AS LOW AS $5.00 ACCEPTABLE

FREE HOME TRIAL COUPON

SURPLUS BARGAINS, Dept. 124-6
605 THIRD AVENUE
NEW YORK 16, N. Y.

I enclose $1.00. Send the combined catalog and directory immediately. I understand that my money will be refunded if I am not completely satisfied. Also I will receive a full refund with my first order of $10.00 or more.

Name _____
(Please Print)
Address _____
City _____ State _____

FULL PURCHASE PRICE OF $1.00 REFUNDED WITH FIRST ORDER OF $10.00 OR MORE

Portland, Ore., has one of the very few zoos with a real steam-powered railroad.

HOBBY CLUB

Conducted by Sy Reich

LIKE your editors, some of the persons mentioned occasionally in this magazine get more mail than they can find time to answer. There just aren't enough hours in the day. Take Paul F. Garde, No. 37 of our *Interesting Railfans,* who runs a business called Thirty-five Slides from Box 368, Green Mountain Falls, Colo.

Sy Reich

"That article about me brought many fine letters," he says, "some from old friends I hadn't heard from in years. Also orders for slides of railroad and streetcar subjects and quite a bit of money for the worthwhile Brockhurst Boys Ranch in which I am interested. *Railroad's* attention to personalities in these days of anonymity is a warm and friendly gesture, but I can't answer all the correspondents who like to chat pleasantly by mail."

We know what you mean, Paul. The deluge of letters and cards coming into our editorial office has gotten beyond control. Too many fans expect our staff to dig up railroad information and send it to them individually. We just can't do it. Our job is to put out a magazine, not be a pen pal. Here are four tips for the loyal readers who write to us:

(1) Be brief. That is important.

(2) If you own a wornout, pale-gray, typewriter ribbon, throw it away. Such typing strains our eyes. A fresh ribbon is more business-like.

(3) Writing by hand is OK if you use dark ink or a pencil that makes firm black lines. We don't even object to "hen tracks" (poor chirography) when you take extra special care with names and numbers, especially your own signature.

(4) When you give us photos, be sure to put your name and address on the back of each one. If you want pix returned in the event we don't use them, enclose a self-addressed stamped envelope. Thank you.

The Steam Parade

"I have just returned from a trip to Mexico City in search of steam, traveling mostly by rail," writes Bob Read, Rte. 1, Cushing, Okla. 74023. "Before going, I wrote for permission to enter the yards and Valle de Mexico engine terminal, and to ride a steam engine, but got no answer. Upon reaching the Buena Vista offices I repeated my request with an interpreter's help and was given a letter of introduction permitting me to ride and photograph all facilities of the National system.

"Next morning I climbed aboard the 3050, a 4-8-4, and rode more than 270 miles on her. Leaving Mexico City on a Tuesday at 11:30 a.m., we ran light to Tula and there pushed freights on north. While doing so, the fireman prepared our lunch in the cab—tortillas, beans, barbecued turkey, and a soft drink.

"Then we ran light again to Queretaro, 152 miles from the capital. What a thrill it was to pass other 4-8-4's on southbound trains and listen to the whistle salutes! We left Queretaro rather late and ran all night, arriving at 5:45 a.m. Wednesday in Huehuetoca, where the crew's orders told them to run back north.

"I had been on the engine almost 18 hours and they were northbound again. The engineer said they wouldn't be back in Mexico City until late that night or the next morning, so I decided to leave them. As I stood on the platform and listened to their exhaust fading, a set of chime air horns sounded. A southbound diesel freight was coming right beside them. When it stopped at the depot for orders, I climbed aboard, showed them my cab pass, and sat down for a ride on into Mexico City. What a contrast from ten minutes ago, when I was on a 4-8-4 watching the firebox flash, listening to the 5-tone whistle, clanking rods, and escaping steam—and now I was riding a low-profile diesel. Incidentally, I learned that the National of Mexico still had about twenty 4-8-4's in service, not to mention 2-8-0's on the narrow-gage, which I also visited."

"Publication of Erie steam roster for 1919 was greatly appreciated," writes William H. Gibbons, 13400 Clifton Blvd., Lakewood, Ohio 44107. "Your listing of 3085-3114, Class N-2, should have been 3200-3214. Alco's 50,000th locomotive was Pacific type 2509, not 2-10-0 No. 2505. I remember riding behind the 2509 in August, 1948, when she handled the Buffalo section of train No. 1 from Hornell to Attica, N.Y. By that time Erie mainline trains were mostly diesel-powered, so that ride was a real thrill. The 2509 had served on the Atlantic Coast Line during World War II. Hornell-Buffalo trip was her last assignment; she was retired April 30, 1949.

"When in Hornell, I saw the Erie 3300-series Berkshires in one of their

final big moments, the moving of fast freight between Hornell and Salamanca. Despite the Alleghany Division's heavy grades, each of those wonderful 2-8-4's wheeled 110 carloads of perishables without help. An engineer said one Berkshire handled as many as 125 cars easily.

"It was not necessary to greatly reduce the trains that 4 diesels brought to Hornell and Salamanca in order that Berkshires could shuttle between the two points. Erie Berkshires were subjected to unwarranted abuse over the allegation that they couldn't haul more than 2,800 tons between Marion and Kent, Ohio, or 3,500 tons between Kent and Meadville, Pa. It is not generally known that both steam and diesel power handled over 10,000 tons west from Marion and that the 4 diesel units wheeling this tonnage could pull only 6,800 tons west from Marion—and that on drag freight only. Fast freights get closer to 5,000 tons unless units are added. Much criticism of Erie steam power seems to come from younger fans who either never saw it or else, since they have few or no photos of it, knock Erie Berkshires in order to call attention to steam engines which served other roads no longer and often hauled noticeably shorter trains."

Middleburg & Schoharie No. 2 was a 2-4-0, Jim Seacrest tells us, not a 2-2-0 as one reader stated.

"Your Susquehanna steam roster (Jan. '66 issue) lists Nos. 22 and 23 as Dickson-built," writes Clarence Van Blascom, 61 Rudeville Rd., Hamburg, N.J. 07419, "but my Dad, who was an engineer on that line, gave me a photo of the 22 which proves Rogers built her, builder's plate 4969. Dad ran the 22 on the *Orange County Express* two days a week and No. 29, a Camelback (not listed in your roster) two days a week. I was with him on many trips. The 29's throttle stood vertical just above the reverse lever. I have never seen a throttle in that position on any other locomotive."

The former Illinois Central 2-8-0 No. 790 is going to Nelson Blount's Steamtown U.S.A. from Tupper Lake, N.Y., reports Lou Keller, 1033 Oakland Rd. N.E., Cedar Rapids, Iowa 52402.

Old No. 1632, Frisco steam engine now retired to a city park in Ottawa, Kan., narrowly missed becoming a Russian locomotive by a sudden turn of history.

Louis M. Westerhouse, retired head of the Frisco shops in Birmingham, Ala., in a letter to the *Tribune*, tells the story of that locomotive. The Frisco had one of her type. In the early days of World War 1 Russia's Czarist government ordered some of those locomotives in wide gage from the United States, but before they could be delivered the Czar was overthrown and the order was cancelled. The problem was then to convert those locos to America's standard gage. This was done by changing the engine frame and applying steel driving-wheel tires that were two inches wider. No. 1632 spent her last active days working for the Eagle-Picher Co. before going to Ottawa. This item comes from Lewis Johnson, Mathematics Dept., City Schools, Sabetha, Kansas.

MEAT CUTTING Offers YOU SUCCESS And SECURITY

In The Best Established Business In The World • PEOPLE MUST EAT!

TRAIN QUICKLY in 8 short weeks for a bright future with security in the vital meat business. Trained meat men needed. Big pay full-time jobs year-round income, no layoffs—HAVE A PROFITABLE MARKET OF YOUR OWN!

LEARN BY DOING AT NATIONAL
Get your training under actual meat market conditions in our big modern cutting and processing rooms and retail department.

PAY AFTER GRADUATION
Come to National for complete 8 weeks course and pay your tuition in easy installments after you graduate. Diploma awarded. Free employment help. Thousands of successful graduates. OUR 42nd YEAR!

FREE CATALOG—MAIL COUPON
Send now for big new illustrated National School catalog. See students in training. Read what graduates are doing and earning. See meat you cut and equipment you work with. No obligation. Send coupon in envelope or paste on postal card NOW! G.I. Approved.

NATIONAL SCHOOL OF MEAT CUTTING, INC.
Dept. AD-76 Toledo 4, Ohio

National School of Meat Cutting, Inc.
Dept. AD-76, Toledo 4, Ohio
Send me your FREE School catalog on National Training at Toledo in Meat Cutting, Meat Merchandising and Self Service Meats. No obligation. No salesman will call.
Name.....Age.....
Address.....
City.....State.....
Approved for Veterans

Water Towers

Last month we published 3 photos of twin-spouted water towers, each serving two railroads, in different parts of the country. One shot was made by Jim Seacrest, 2020 E. Bijou St., Colorado Springs, Colo., who writes: "There was also a tank with two spouts on the Milwaukee Road at Guttenberg, Iowa, but it served only the Milwaukee. A Rio Grande water tower with twin spouts is still standing at Pinon, Colo. While in use, I believe it served steam engines of the D&RGW, Missouri Pacific, Colorado & Southern, and Santa Fe, the northbound trains from one side and southbound trains from the other."

The White Pass & Yukon Route had a completely covered turntable at Switchback, Alaska, reports Carl E. Mulvihill, Skagway, Alaska. It was used continuously from 1898 to 1900 when a steel cantilever bridge, 215 feet high, spanned the canyon at that point. This structure was used later from time to time until 1940, and finally burned down about 1952.

WP&Y had a two-spout water tank at Carcross, Yukon, situated at the end of a swinging drawbridge over a river. Water tanks are still standing in Alaska at Skagway, White Pass, and Glacier (Glacier has two) and at Fraser and Bennett, B.C. The Skagway tank stands high on a hill, with a spout so mounted as to service locomotives on two tracks.

Carl tells us that the Copper River & Northwestern was completed March 29, 1911, and abandoned Nov. 11, 1938, with the closing of copper mines at Kennecott, Alaska. He also cites two humorous nicknames: WP&YR, "Wait patiently and you'll ride," and MRS (Military Railroad Service), D&RGW nickname, "Dangerous & rapidly growing worse," comes from a Californian, Kent Stephens.

"I have seen 4 covered water tanks in recent years," writes Alan Thomas, 15 Oxford St., Winchester, Mass. "One is at Onawa, Maine, on the Canadian Pacific; 2 are on the Ontario Northland's Moosonee line, and one is on the Smokey Falls Railway. All supply water to nearby hamlets. Conventional water towers are still in service on the White Mountain Central and the Grand Trunk, at Island Pond. The former tank was moved over from the B&M yard in Lincoln, N.H. The Grand Trunk tank, connected to a standpipe, watered the Canadian National's 6218 on a fantrip last fall. Ten years ago I saw a covered turntable on the Millertown Railway at Millertown, Newfoundland, standing some distance from the enginehouse and covered with a wooden framework and heavy canvas."

Setouts and Pickups

A convention of model railroaders from all over the globe in the not-distant future is under serious consideration. The proposed get-together would probably be held in England, where the steam locomotive was born and where scale model railroading originated. No definite plans have been made. Members of model clubs are urged to bring up this subject at their meetings.

Looking for switch keys to enlarge his collection of about 200 is Wayne Kerslake (age 17), 2321 S. Fifth Ave., Sioux Falls, S.D., who also owns an old Pullman car from the South Dakota Central.

Pine Creek Railroad, Box 622, Farmingdale, N.J., sells 18x23" line drawings of 3-foot-gage Shay No. 6 with builder's photo and specifications, suitable for framing or for modelbuilding use, at $1.25, shipped in a tube.

Reward of $100 is offered by Sperry Rail Service, Danbury, Conn., for info. leading to actual purchase of complete model No. 120 Winton engines. Phone (203) 748-9243 collect, giving location and person to contact.

An engineer retired after 46 years of continuous service, Stanley W. Cadwell, 200 Lionel Ave., Solvay, N.Y. 13209, corrects an error in a recent *Information Booth*. He says NYC No. 3149, the first engine equipped with a booster, was a Pacific type, Class K-11, not a Mikado. Thanks, Stanley.

An old wooden red caboose No. 90382, built in 1882, is stored in the Chesapeake & Ohio roundhouse at Russell, Ky., reports L. R. Du Laney, 103 W. Central Ave., Ashland, Ky. 41101. The antique C&O turntable and roundhouse at Ashland was dismantled about a year ago. Mr. Du Laney sells photos of that scene at 15¢ each. He reports the following C&O steam locos stored near the Russell shops: 2705 (2-8-4), 1189 (2-8-2), 1604 (2-6-6-6), 611 (4-8-4), and 2781 (2-8-4).

Builder of New York, Susquehanna & Western locomotives 22 and 23, listed in a recent roster, should be Rogers, not Dickson, according to one of our readers whose name we can't make out.

These additions to our Boston & Maine roster came from Dick Hoisington: Builder's model of 100 should be JLB-2. Unit 1112 was sold to Public Service Co. of New Hampshire 8/25/60. Only units 1750-1753 came in incorrectly numbered 1770-1773. Units 4226B and 4268B were retired in 1965. We welcome such additional data.

J.V. Cannon, general manager of Swamp Rabbit Railroad, Echo Valley Park, P.O. Box 8, Cleveland, S.C., tells us they have an 0-4-0T engine for sale. Porter built her in the early 1940's for the U.S. Navy. She was purchased from Norfolk Shipyards. She is an oilburner in operable condition.

Black-and-white stills or action shots of railroad movies of the 1914-1930 era are wanted by a British Railways driver (engineer), John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England. "Will pay reasonable prices," he writes. "Subjects include *Westbound Limited, Danger Signals, Open Switch, Fast Mail, Signal Tower,* etc."

John reports that the *Flying Scotsman,* a crack BR train retired 3 years ago and now owned by Alan Pegler, will make a year's tour of America, beginning in the spring of 1967.

George H. Foster and Ron Ziel, joint authors of the popular new book, *Steel Rails to the Sunrise* (LIRR), are gathering material for two other books, for which they seek information, photos, drawings, rosters, anecdotes, technical data, etc. One is intended to be a complete photographic history of the Camelback (or Mother Hubbard type) in America. The other project is a two-volume set on the New Haven Railroad. Vol. 1 will cover predecessor roads and steamboats, tugs, and ferries. Vol. 2 will depict the New Haven in the present century. George lives at 387 E. 7th St., Brooklyn, N.Y. 11218. Ron's address is 222-89 Braddock Ave., Queens Village, N.Y. 11428.

A new club has been formed, the Narragansett Sea View Railway Historical Society, but is not yet incorporated. "Last summer we started to run excursions," reports James Waitkunas, 20 Ferncrest Dr., Cumberland, R.I. 02864, "operating over the Narragansett Railroad with our own equipment: two B&M wooden-bodied, open-platform combines. an open excursion car, and ex-CN business car 74, built in 1885, which we think is the oldest standard-gage private or business car now in service with open observation platforms at both ends. We are looking for a wooden caboose, either as a donation or available at a modest price."

Note from Charles E. Fisher, president of the Railway & Locomotive Historical Society and editor of its *Bulletin,* 20 Wilde Rd., Waban 68, Mass.: "I'm rather proud of the fact that nearly 100 libraries are regular subscribers to our *Bulletin.* They wouldn't subscribe unless there was a demand for it from persons using those libraries."

Now we hear from Ken Cassels, Box 23, Tawa, New Zealand: "I enjoy *Railroad* Magazine each month and through it have made several good friends in various parts of the globe."

Railroad Magazine's next issue, due on the news-stands May 5th, will feature the story of three-cylinder steam locomotives by Bill Pennington, Western Pacific engineer; a current roster of the Canadian Pacific, and classic fiction story by Frank L. Packard entitled "The Night Operator."

Farewell to Steam

Over in England, the 128-year-long steam era of the Great Western Railway and Western Region of British Railways has ended in a blaze of glory. But a "farewell-to-steam" train—locomotive 7029, the *Clun Castle,* with 11 coaches —ran into trouble shortly after leaving Paddington en route to Bristol. There was some doubt as to whether or not she'd make it. But few of the steam fans who crowded the cars behind realized the drama taking place on what Britons call "the footplate." Bill Andress, chief running inspector, who rode in the cab, put it this way:

"We were just not making steam. If it had been in the years of steam's heyday, the *Clun* would not have been on the train. But she was the only one left."

The engine crew's devotion to duty is shown by the fact that the *Clun* was only six minutes late in at Swindon, in 88 minutes, despite signal checks and a crossing gates failure at Knighton.

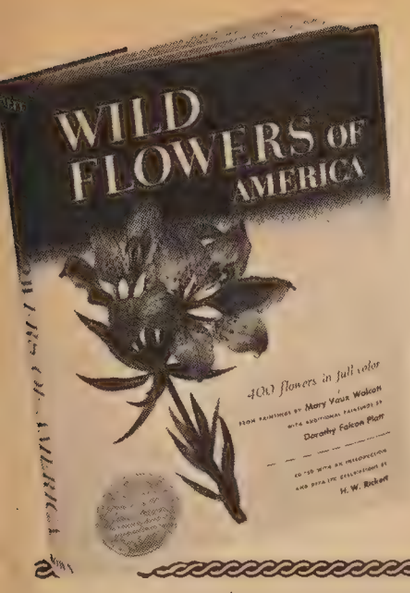
"We evaporated a tender of water in doing it," Bill explains. "From Paddington to Swindon we used 3,500 gallons—that will tell you how hard the firemen had to work."

In her best days, with a full load of 450 tons, a *Castle* train used around 2,840 gallons of water on the same trip. The *Clun* pulled 340 tons on her last journey.

Driver Williams says: "We had a fractured steam-pipe joint but I did not want to quit, though they were thinking once or twice about putting a diesel on for the rest of the run. This farewell-to-steam run had been widely publicised and I thought we would let the side down if we didn't struggle through."

Thus the *Clun Castle* with an effort that, all things considered, the Great Western Railway had never bettered, gallantly steamed into Bristol three minutes early!

Honored guests aboard the *Clun,* last of a noble line, included two engineers who had driven the *Castle*-hauled *Cheltenham Flyer,* once the world's fastest train, reports *Rail News,* the journal of British Railways.



Fascinating books, on all subjects, from presses and publishers all over the world are being offered in this spectacular book sale at truly amazing savings. These great bargains can provide you, your family and friends with hours of fun, information and diversion. Many of these fine books are profusely illustrated, luxuriously bound and true collector's items.

Look through the listings carefully and rush your order to us today. Many of these exciting values are in limited supply and will go quickly. Please yourself and your friends with these lavish gift items.

2201. THE PRACTICAL BOOK OF AMERICAN GUNS. By Capt. John Houston Craige. More than 125 Illus. Complete handbook on guns: rifle, shotgun, pistol, skeet, ammunition, sights, gun care, hunting and range techniques, etc.
Orig. Pub. at $4.95. **Only $2.98**

2682. WILD FLOWERS OF AMERICA. Ed. by H. W. Rickett. 400 Flowers in Full Color, from Paintings by Mary Vaux Walcott, with additional paintings by Dorothy Falcon Platt. 400 wild flowers of North America, shown actual size in beautiful true-to-life color, with detailed descriptions and full information as to family, geographical range, environment in which found, etc. Encyclopedic work based on authoritative publication of the Smithsonian Institution.
Pub. at $15.00. **Only $6.95**

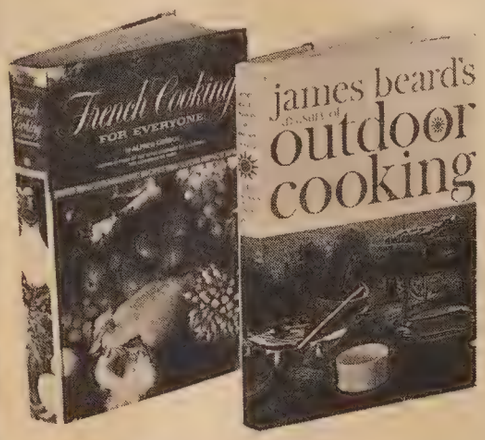
2965. HOW TO PLAY CHESS. By Emanuel Lasker. New revised edition of one of the best books for beginners. **Only $1.00**

2905. THE TREASURY OF THE GUN. By Harold L. Peterson. A gorgeous volume with hundreds of magnificent Full Color Photos, rare prints & drawings plus lively, informative text covering the history of the gun from gunpowder to magazine arms. Size 8½ x 11¾.
Pub. at $15.00. **Only $7.95**

2814. THE COMPLETE BOOK OF MODERN HANDGUNNING. By Jeff Cooper. 373 photos & drawings. The complete guide to the use, care and varieties of the modern handweapon. Everything about the basic, technical, practical and legal aspects of small firearms.
Orig. Pub. at $7.50. **Only $2.49**

THE TREASURY OF ANGLING. By L. Koller. Hundreds of Full Color Photos by George Silk plus rare prints and drawings. The most beautiful and one of the most informative books on fishing. Thousands of tips on technique, life cycles of every important game fish, plus anecdotes and stories.
2913. Regular edition. Pub. at $16.95. **Only $6.95**

3789. THE FILMS OF JEAN HARLOW. Ed. by M. Conway & M. Ricci. With 226 Photos. A pictorial biography with text of the "platinum blonde bombshell," one of the greatest Hollywood sex symbols, from bit player to star and her untimely death at 26.
Pub. at $5.95. **Only $2.98**



2906. JAMES BEARD'S TREASURY OF OUTDOOR COOKING. With hundreds of special, brilliant color photos, paintings and other illus. The most lavish, exciting cook book ever published (good for indoors too); from a simple picnic to the most sophisticated feast.
Pub. at $12.50. **Only $6.95**

2908. FRENCH COOKING FOR EVERYONE. By A. Guerot. Beautifully illus. with 32 pages of Full Color Photos. More than 700 authentic recipes for superb French dishes, including hors d'oeuvres, soups, salads, eggs, fish, meat, poultry, sauces, breads, pastries, desserts, etc.
Pub. at $5.95. **Only $3.95**

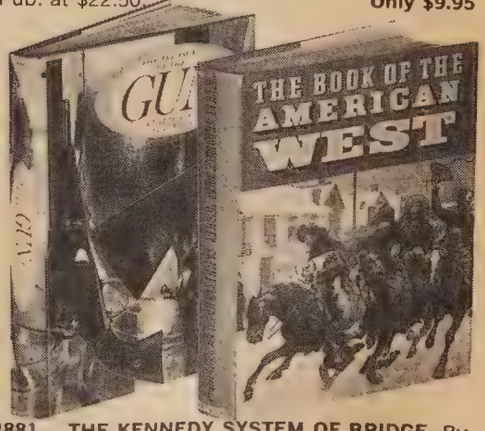
2018. A PICTORIAL HISTORY OF BURLESQUE. By Bernard Sobel. Lively text and a wealth of pictures. Burlesque from the 1860's to Minsky — the strippers, minstrel men and great comics.
Orig. Pub. at $5.95. **Only $2.98**

1398. ENCYCLOPEDIA OF EUROPEAN COOKING. Over 2,000 recipes from every country in Europe—outstanding dishes for everyday as well as festive occasions. Illus.
Pub. at $8.75. **Only $2.98**

3054. BIRDS OF THE WORLD. Text by noted Ornithologist, Dr. Oliver L. Austin, Jr. 300 especially commissioned paintings in Full Color by one of today's foremost painters of birds, Arthur Singer. More than 700 birds, at least one of each bird family of the world, are shown accurately in Full Color. Spectacular (10 x 11½) volume, one of the most beautiful of its kind ever published. De luxe Edition. Pub. at $16.95. **Only $9.95.**

3782. HEADHUNTERS OF PAPUA. By T. Saulnier. 180 Large Photos, 32 in Full Color. Fantastic account of the sadistic rituals, primitive arts, sexual activities, of the ancient Papuans as witnessed during an adventurous expedition into one of the darkest corners of New Guinea. The photos are both shocking and beautiful and this unusual book is an outstanding example of fine book design. 8½ x 10.
Pub. at $7.50. **Only $4.95**

2821. THE BOOK OF THE AMERICAN WEST. Ed. by Jay Monaghan. The most magnificent array of historical fact, legend and lore about the West ever assembled in one volume. Actually 10 books in 1 volume: Beautifully illus. with drawings, paintings, engravings, historical maps, documentary art, old prints, woodcuts, lithographs, color plates by Remington, Russell, Catlin.
Pub. at $22.50. **Only $9.95**



4881. THE KENNEDY SYSTEM OF BRIDGE. By George Kennedy. Just off the press! A new, authoritative short cut to winning contract bridge by one of America's most celebrated players and teachers. A *must* for beginners and experts alike. The Kennedy system shows you really how to win at bridge—and enjoy it! It's all in this big new de luxe edition. With a foreword by Albert H. Morehead, long time (1939-1964) bridge editor, the New York *Times*.
Pub. at $3.95. **Only $2.95.**

Gentlemen: Please send the items whose numbers I have entered below. FILL IN NUMBERS CORRESPONDING TO TITLES HERE, IN NUMERICAL SEQUENCE.

_____

_____

_____

_____

_____

SELF IMPROVEMENT BOOKS
Box 3141, Grand Central Station, New York, N. Y. 10017

☐ Payment Enclosed
☐ Check for Money Enclosed ☐ C.O.D.
Please include a 25¢ charge for handling and mailing expenses.

NAME (Print).....

STREET ADDRESS.....

CITY.....STATE.....ZIP CODE.....

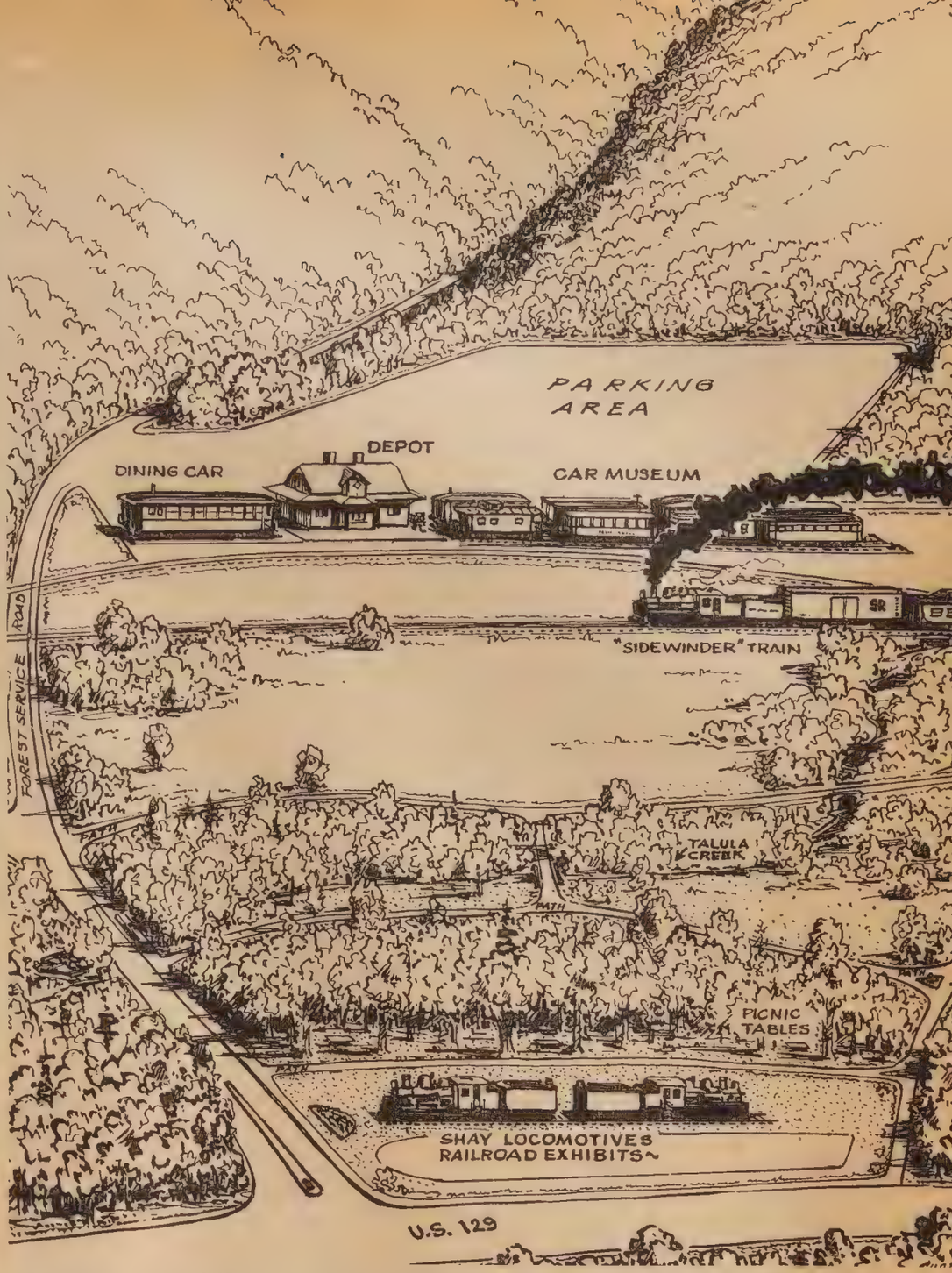
New Jersey's Black River & Western motive power includes this Great Western Consolidation and an ex-Lackawanna 2-6-0.
James W. Thorn, 19 Dolson Ave., Middlebrook, N.Y.

Col. James G. Bogle, 1749 Dyson Drive, Atlanta 7, Ga.

***Texas II*, patterned after famous Civil War engine, hauls passenger train on the Stone Mountain Scenic RR. in Georgia.**

Photo by Joe Dyer, Jr.

Baldwin 4-6-0 wheels Tweetsie passenger train over route of old East Tennessee & Western North Carolina.



Exhibition area of Fontana Village at Fontana Dam, N.C., showing part of the Graham County Railroad, which will open June first. Passenger service will be operated by Lima-built Shays over 3.5 miles in picturesque Smoky Mountains.

The Directors' Special, with ex-Pennsy 1223 and observation cars, stops near Cherry Hill, Pa., on Strasburg Rail Road.

Steve Maguire's

TRANSIT TOPICS

Passengers leaving train of new aluminum air-conditioned cars of the Port Autority Trans-Hudson system at Pennsylvania station in Newark, N.J. Forty-four more cars of the same design are being built for delivery before the end of this year.

BITTER feeling persists from New York's transit strike last winter. That walkout completely tied up the city's subway and elevated lines and city-owned buses for 12 days, forcing millions of people to walk and resulting in highway traffic jams unprecedented in history.

Stephen D. Maguire

New contract for the 36,000 members of the Transport Workers and Amalgamated Transit unions was reached after grueling bargaining sessions. It provides a 15 percent wage increase over 2½ years plus some other demands. Whether or not this exceeds the White House wage-price guideposts is a matter of argument.

Total wage bill added to the New York City Transit Authority's operational costs by the strike settlement is well over $50 million. The money, because the transit system is publicly owned, will come from the city, probably the state, and possibly through an increase in the 15-cent fare, which is lower than transit fares in most cities.

President Johnson, at a news conference, said the settlement had violated the Administration's guideposts for non-inflationary wage increases. The guideposts are keyed to national increases in productivity, set at about 3.2 percent a year.

Later this year, San Francisco's 2,600 municipal transit employes will probably be granted automatically the same wage increases that the New York unions won. Under a strike-averting formula adopted in 1959, San Francisco bus, streetcar and cable-car workers are paid wages based on an average of the two top wage levels of transit authorities in cities with populations of more than 500,000. San Francisco's last transit strike. which was settled after 3 days, was in 1946.

Across the bay in the Oakland area, arbitration has been the key in averting a repetition of a 1953 transit strike that dragged on for more than three months. Last June, the Amalgamated Transit Union reached a two-year agreement, through arbitration, with the Alameda-Contra Costa Transit District.

ACCORDING to the *New York Times,* major cities throughout the United States have an assortment of laws and contract clauses intended to protect them from a crippling transit strike. They work with varying degrees of success.

Boston laws forbid transit strikes. In the event of a strike, the Governor of Massachusetts has the authority to seize the line and operate it for as long as 45 days. This was done in 1962 to end a 48-hour strike.

Cleveland's Transit System workers are forbidden to strike under Ohio's 1947 Ferguson Act. A 7-day transit strike in 1949 was ended by an injunction under the act, but the law's penalties were not invoked. Arbitration is stipulated in the event of a breakdown in contract negotiations.

After 3 transit strikes in the 1950's, Pittsburgh's bus and trolley lines were taken over by the Allegheny County

Port Authority. Labor disputes there must be arbitrated.

Philadelphia, which has no law against a transit strike was hit by a 19-day walkout in 1963, the 12th in the city's history. When negotiations were deadlocked, Gov. William W. Scranton helped bring about a settlement by inviting representatives of both sides to the state capital for bargaining.

Washington, D.C., which had a 52-day strike in 1955, is now protected by an arbitration clause in the contract between D.C. Transit, Inc., and the Amalgamated Transit Union.

Although there is no law in Illinois prohibiting transit strikes, Chicago has succeeded in avoiding a walkout since the creation of its Transit Authority 18 years ago. Arbitration is enforced.

THE METROPOLITAN New York area is the scene of much electric transit activity these days. For one thing, the state's operation of the Long Island Rail Road, which it bought from the Pennsy for about $70 million, is being watched closely by railfans, politicians, and a lot of other people. Question: What will happen to commuter service losses under state ownership?

Meanwhile, Port Authority Trans-Hudson has ordered 44 new cars from the St. Louis Car Division of General Steel Industries. This equipment is needed for the additional traffic that will result from rerouting Jersey Central passenger trains to the Pennsy's Newark station, probably in October. CNJ's old Jersey City terminal and Hudson River ferry service will then be abandoned.

With CNJ passenger trains tremi-nating at Newark, the new PATH cars will be needed for influx of riders into Newark who will use PATH to Jersey City and downtown New York City. The cars are being built along lines of the 1962 order of 162 cars, also from St. Louis. Incidentally, almost all of PATH's old *black* cars are now out of service and being scrapped.

A few miles south of Newark station, an experimental 150-mph train service may begin as early as April, 1967 on the railroad's main line between New Brunswick and Trenton. Over the next couple of years, PRR will spend more than $15 million to rebuild and relocate track for the highspeed tests, for which 4 cars are being built at cost of $240,-000 each. These cars will not carry passengers but will be equipped with test instruments. PRR, assisted by Federal money, also will buy 50 streamlined MU electric cars for the new main line service.

The use of transit policemen subway trains and stations weekdays from 2 to 4 P.M. has been "remarkably successful" in reducing juvenile crime, John J. Gilhooley of the New York City Transit Authority.

Major crimes in the subways during those hours have been reduced by 90 percent as compared with the corresponding period a year ago, and misdemeanors by 46 percent. The patrol was set up last Dec. 13 when 200 patrolmen were assigned to subway areas used by children after they leave school.

IT'S NO secret, but the Japanese success in their 322-mile Tokiado electric line between Tokyo and Osaka prompted U.S. officials to try to build a line to match the performance of the Japanese trains that now make an average speed of 103 mph.

One such train presently claims the world's speed record, according to *Roll Sign*, bulletin of the Boston Street Ry. Association, P.O. Box 102, Cambridge, Mass. 02138. Last November 1 one of the Tokyo-Osaka express trains recorded a top speed of 130 mph, making the 322-mile run in 3 hours and 10 minutes. It may not be much longer before these trains make the 150-mph speed originally forecast for them.

The amazing success of the Japanese *Hikari* (flash) trains, as they are now called, has been tough on the airlines, reports Art Munson, Philadelphia, Pa. One month after these trains began running in 1964, even with a "slow" 5-hour schedule, competing Japanese airlines suffered a 38 percent drop in patronage between Tokyo and Osaka. A year ago, after the running time was cut to 4 hours, the airlines suffered an additional drop of 25 percent from the year before.

PHILADELPHIA announces long-range plans for rapid transit rail extensions. In the next 5 years it is expected that the Broad Street subway extensions north and south will be completed. The Northeast Extension will run for 6 miles along Roosevelt Blvd. and the expressway along an entirely new rail route. The line also will be extended 1½ miles in South Philadelphia to Pattison Avenue and Municipal Sports Stadium.

The existing trolley route to Eastwick—one of several running into the subway-surface tunnel at Woodlawn Avenue and 40th Street—will be extended about two miles, probably along a new right-of-way, to reach the newly redeveloped Eastwick housing section and terminate at the Philadelphia International Airport.

Following completion of these additions by 1971, it is planned to relocate the trolley line to Eastwick to a new high-speed right-of-way all the way from the subway to the new extension. This would eliminate several miles of the present street-running and complete a rapid transit link from the airport to downtown.

Another errant motorist has driven an auto into the trolley subway at Woodlawn and 40th. A New Jersey girl heading downtown mistook the PTC trolley for a bus.

"I was following a bus," she said, "which turned into the tunnel. I kept going but felt more scared. Pretty soon my car wouldn't go any farther."

NEW ORLEANS trolley car 453 is now a mobile exhibit as "The Streetcar Named Desire," being trucked from city to city by the Louisiana Tourist De-

Photo by Edward B. Watson

No. 799, ex-CHB directors' car, built 1897, served Coney Isl. & Brooklyn and Brooklyn Rapid Transit.

Photo from John Shelburne

Pacific Electric car 644 at Walker on last day of service on Huntington Park-Maywood-Bell-Walker local run in California, March 6, 1938.

Journal Square to Hudson Terminal

PATH Trip Time 10 Min.

	Starting At	Trains Run Every
Mon. to Fri.	6:10 a.m.	10 minutes
	7:00	3 to 6
	9:50	10
	3:48 p.m.	**3 to 8**
	6:21	**10**
	9:36	**15**
	12:09 a.m. (K)	30
	5:00	15 to 20
Sat. Sun. Hol.	5:15 a.m.	15
	12:09 a.m. (K)	30

(K) Except between 2:09 a.m. and 3:39 a.m., when train leaves at 2:54 a.m.

Hudson Terminal to Journal Square

PATH Trip Time 10 Min.

	Starting At	Trains Run Every
Mon. to Fri.	6:27 a.m.	10 minutes
	7:33	2 to 6
	10:07	10
	4:00 p.m. (G)	**3 to 8**
	6:37	**10**
	9:42	**15 (H)**
	1:00 a.m (J)	30
	4:57	15 to 20
Sat. Sun. Hol.	5:28 a.m.	15
	1:00 a.m. (J)	30

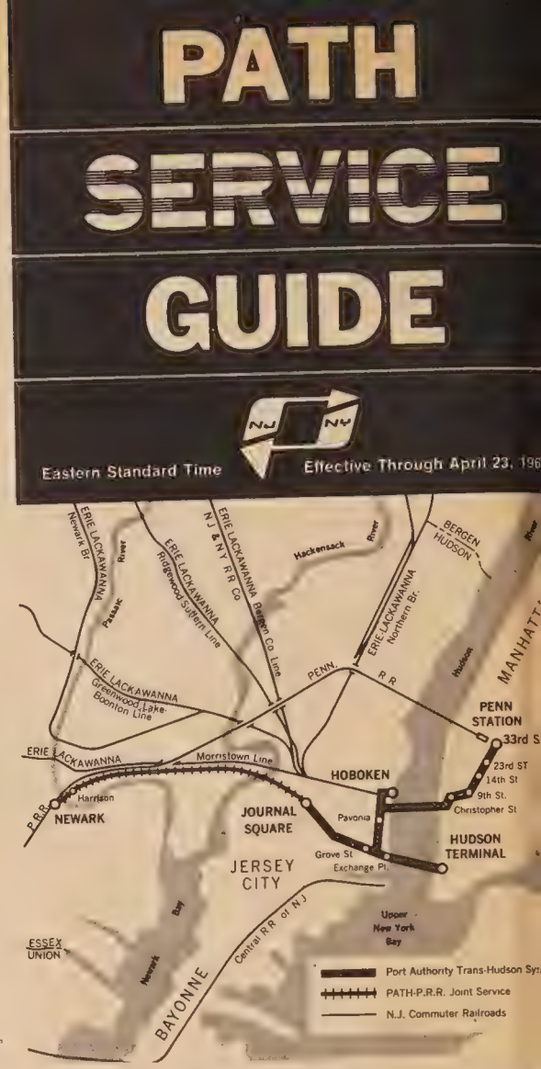
(G) From 4:58 p.m. to 5:22 p.m. Newark trains run express to Journal Square.
(H) Until 12:28 a.m. Next train at 1:00 a.m.
(J) Except between 2:30 a.m. and 4:00 a.m., when train leaves at 3:15 a.m.

More than 1,000 train departures are scheduled on PATH each weekday. The PATH system provides a rapid transit service with standard intervals between trains during various periods of the day, in accordance with passenger traffic volume. This Guide tells you how often the trains run on your line, where they go, the running time between terminals, and various connections available to points in New York and New Jersey.

In view of the large number of PATH train departures, the Guide cannot list all trains as is the case with a railroad timetable. However, the Guide does provide an easy way to determine the frequency of train movements at all times and on every service which PATH operates. We hope you find it useful when riding the PATH system.

Port Authority Trans-Hudson Corp.
A Subsidiary of The Port of New York Authority
30 Church Street, New York, N.Y. 10007

(Schedules subject to change without notice.)



New term for timetable. This single-sheet schedule, effective April 23rd, is the only "Service Guide" we have ever seen.

velopment Commission. The idea originated with John Carroll, former film and TV actor, now ambassador-at-large for tourism and promotion of the State of Louisiana, reports Wilbur T. Golson, 5465 Washington, Baton Rouge, La.

PITTSBURGH's Port Authority is pushing ahead under executive director John W. Dameron (formerly of St. Louis P.S.) on plans to eliminate all streetcars from city streets as fast as possible. Applications have been made for grants to the PAT system for $17 million to cover the cost of 200 new buses that would replace all trolley lines except the few that run on private rights-of-way through the South Hills, according to news from Jim Cerny, Pittsburgh, and Ed Surosky, Winber, Pa. The U.S. Government is being asked to fork over $11 and the state and county aldost $3 million, to pay for buses, garages, etc., while the company itself would throw in about $4 million. Taxpayer readers in that area, how about objecting to the misuse of your money to destroy a safe, efficient rail system?

AS ANTICIPATED, the report on the Brisbane, Australia, transit system now using both trolleys and buses, made by a United States engineering firm noted for favoring bus operations, recommended srcapping the rather large street railway system in favor of motor vehicles. From *Electric Traction*, Box 1017, G.P.O., Sydney, N.S.W., Australia, we learn that the report disparages Brisbane's trams, even though new ones were built last year at Brisbane. After recounting the savings alleged to be obtainable in vehicle costs, maintenance and reconstruction of tracks, and overhead wiring, the report claims: "The overall cost of replacing equipment over a 15-year period is substantially less for a bus operation, and annual savings can be realized by the change. These considerations alone warrant conversion to buses."

ALL STREETCAR lines in Sao Paulo, Brazil, except the long Santo Amaro suburban route, will be replaced by buses within 3 years, writes Allan H. Berner, 871 Aberdeen Rd., Bay Shore, N.Y. The Santo Amaro line is mostly on right-of-way, and eventually may be incorporated into a rapid transit system. All old Sao Paulo cars will be scrapped. Only the ex-Third Avenue Ry. *Broadway* cars, built 1937-'8, and a few Canadian-built cars to be retained for the suburban line. Allan tells us that ex-New York trolleys are still running in Sao Paulo as well as in Vienna, Austria.

ELectric Publications

Aurora 'N' Elgin, compiled by James D. Johnson, 68 pages, 11x8½" illustrated with staple binding, is published by The Traction Orange Publishing Co., P.O. Box 52, Wheaton, Ill., at $3.75. This is a photo-book of CA&E interurbans. CA&E operated passenger service from 1902 until 1957, when, with no advance notice, it ceased to do so, leaving commuters stranded all along the line. The 125 photographs comprise the main portion of the book. Also included are a roster, map, and reproduction of a 1943 timetable. Strictly for CA&E and interurban fans.

Trolleys to Salisbury Beach, Vol. 2 of Mass. Northeastern Street Ry. series, by O.R. Cummings, 56 pages, 8½x11", illustrated, staple binding. Published by New England Railway Historical Society, 105 Theresa Court, Manchester, N.H. 03103. Price $2.50. This book covers the route from Haverhill east through Merrimac and Amesbury to Salisbury, Mass., and then eastward to Salisbury Beach and into New Hampshire as far as Hampton Beach. Due to lack of sales of previous issues, this one has been limited to 1,000 copies, most of which have already been sold to local residents.

Fans ride turntable on Memphis tour.
Photo by John E. Martin

Casey Jones Memories

THE ILLINOIS CENTRAL'S old Poplar Street station in Memphis, Tenn., from which Casey Jones departed 66 years ago on his "trip to the Promised Land," recently was the scene of departure of a railfan excursion. A special train with Traveling Engineer T. C. Nelms at the throttle, took the rail buffs on a tour of IC facilities in the Memphis area. The trip was arranged by F. J. Duggan, Tennessee Division superintendent. Among those present was IC engineer John E. Martin, 1249 Worthington St., Memphis, who sends us the following account. He explains, however, that the antique building from which Casey departed in 1900 was demolished long ago and replaced by a smaller depot on the same site.

"All aboard!" sang out John W. Garrone and Dr. John W. Gordon, president and secretary respectively of the Memphis Society of Model Railroaders. Two giant diesel-electric units with 5 coaches and a buffet-club car eased out of the depot. A public-address system pointed out places of interest, including many industries served by the railroad, as the train glided along the Mississippi River front and up Beale Street hill and curved into the Central Station tracks.

After crossing the connecting lines at Broadway, the train passed the Iowa Yard via the main line to East Junction. Arriving at Johnston freight yards, it proceeded to the roundhouse and diesel repair shop, where the curious railfans unloaded to look around. Most interesting was the new costly machine for grinding flat spots on locomotive wheels without removal of the wheels from the locomotive. Albert Blankenship, master mechanic, explained its labor- and time-saving elements.

Then, after walking through the car shops, the fans re-boarded their coaches at the yard office. The train, with every movement supervised by Trainmaster L. Hogan, proceeded past the tri-level cars and unloading dock and the fast-growing piggyback facilities. From West Junction the train returned to Memphis via the old Yazoo & Mississippi Valley tracks. Back at Casey Jones's depot, some of the rail buffs actually admitted that this was their first train ride! It was hard to believe. ●

The 4-10-2 Type

by Bert Pennypacker

ALCO and Baldwin turned out only sixty 4-10-2's and even as these were built, both builders accepted orders for conventional 2-10-4's based upon the rival Lima concept. Incidentally, Alco went a step farther by "extending" its 4-10-2 into the unique and ponderous Union Pacific 4-12-2, a monstrosity that might have enjoyed even more success as a Texas type.

(Editor's note: All 60 were 3-cylinder jobs. No other engines of that type were ever built. Our next issue will run an illustrated feature on 3-cylinder locos by Bill Pennington, Western Pacific engineer.)

In 1925 Alco challenged Lima's super-power concept by developing a unique three-cylinder, single-expansion 4-10-2. She could not match 2-10-4 performance because a relatively small firebox, imposed by only a two-wheel trailing truck, put limitations upon the boiler capacity. The third cylinder also caused extra maintenance expenses and this was especially evident when speeds exceeded 30-35 miles an hour. Southern Pacific and Union Pacific were the only buyers.

The Southern Pacific acquired 49 of the 4-10-2's between 1925 and 1927 and liked them for slow-speed mountain work over the 80-mile pull from Roseville to Summit, California, where the ruling grade is 2.65 percent. Engine 5021 has been preserved by the Southern California Chapter of the Railway & Locomotive Historical Society.

Walter Thrall, a former Union Pacific engineman now in the insurance business, recalls the ten 4-10-2's on that road: "They gassed when drifting downgrade and the engineer complained loudly. If I turned on the blower to prevent gassing, the engine used more water and made a lot of noise as well, and the hogger complained just as much. They were good engines, easy to run."

To maintain the competitive pace with Alco, Baldwin's chief, big Sam Vauclain, ordered the building of a three-cylinder compound 4-10-2 in 1926 for demonstration purposes. Baldwin's famous 60,000th locomotive, which had a water-tube firebox and radically high pressure of 350 pounds, was clearly intended to out-perform the Alco 4-10-2's. On the Pennsylvania Railroad's Altoona test plant the 60,000 chalked up an impressive record: 4515 horsepower at 37.5 miles an hour, with 84,000 pounds of water evaporated per hour.

Then the big girl went on a cross-country boomer trip where she displayed considerable power on a number of roads. But alas! Vauclain's successful compound flopped, and Baldwin didn't get a single order for duplicates. Cost-conscious motive power men were dubious about the complications of compounds, having discarded that concept years before.

Someone usually buys a demonstrator, but no road wanted the 60,000. It seemed a shame to cut her up, so in 1933 Baldwin Locomotive Works gave her to the Franklin Institute in Philadelphia, the city in which the Baldwin plant was born and carried on for many years before moving to Eddystone, Pa. The 4-10-2 made quite a show on her last trip as she rolled slowly down Vine Street on temporary track and through a huge gaping hole that had been cut in one wall of the Institute. You can see her there today, an impressive exhibit; and don't fail to climb into the cab and pull the throttle, for an electric motor runs her back and forth over a short stretch of track. ●

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Do not omit St., Ave., etc., in your address. Use abbreviation such as *tts* (timetables); *emp. tts.* (employees timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our June department is closed. July entries should reach us before April 7th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York N.Y. 10017.

BERNARD ALBERT, 3535 Rochambeau Ave., New York, N.Y. 10467, wants color slides B&O, B&M, N&W elecs.

C. T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix LV, KDG, CNJ, DL&W, D&H, L&NE, and Pa. shortlines, incl. stations.

GEO. ARDELEAN, 158 N. Western Ave., Lake Forest, Ill., sells CNS&M emp. tts. (SSE).

ERVIN BORDEN, 166 Hillman St., New Bedford, Mass. 02740, wants SF cable-car pix.

WM. BROSCHART, 89-32 138th St., Jamaica, N.Y., sells rr. postcards, color slides, 8x10 pix. (SSE).

GERRY BURRIDGE, 65 Cremazie W., Quebec 6, Que., Canada, sells, trades for slides, pix QCR, C&GT, QRL&P, AC&HB, pre-'40 passes. List 5¢.

R. C. CAESAR, 1880 5th St., Muskegon, Mich., sells p.c. size pix C&O, CRI&P, PRR, GTW, CA&E, CSS&SB, etc., trains, stations. (SSE).

KEN CASSELLS, Box 23, Tawa, New Zealand, sells or trades unused New Zealand n.g. kerosene lanterns for what have you.

H. E. CHEF, 3710 N. Harmon Ave., Peoria, Ill. 61614, sells early steam railroadiana.

PHIL COFFEY, 300 Northland Ave., Rochester, N.Y. 14609, wants steam and diesel '66 calendars.

NORM COLE, 1438 Stone Crossing, Easton, Pa. 18042, wants pix L&HR private cars.

PAUL CRONIN, 201 Winslow Rd., Waban, Mass. 02168, wants Maine 2-inch-gage pix, railroadiana.

L. P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, will buy McGraw Elec. Ry. Manual from 1920's.

LYNN DAVIS, 201 W. 14th St., Marion, Ind. 46952, sells or trades diesel and steam pix. List 20¢. Wants rosters of Baldwin and LH diesels.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5, 11x14 steam pix CN, CP. List 20¢. Buys, sells CN, CP, TH&B steam negs.

EL FULCOMER, Rt. 2, 1706 Hillside Dr., Fort Collins, Colo. 80521, buys or trades for diesel slides or negs. D&RGW, CB&Q, UP, CRI&P, ATSF.

Mrs. HELEN GALBRAITH, 14 Union St., New Brunswick, N.J. 08901, will sell 1894 book of PRR tickets to Frankford to Queen Lane, Pa. mint cond.

(Continued on page 66)

men's mart

Products shown may be obtained directly from indicated sources. Send check or m.o. Mfr. will refund purchase price on prompt return of unused, non-personalized lines. This department not composed of paid advertising.

Today let these AMAZING SHOES ADD INCHES TO YOUR HEIGHT!

Nothing like a pair of "ELEVATORS" to help you get up in the world! In seconds, these miraculous height-increasing shoes make you almost 2 inches taller! And no one will suspect that you're wearing them because "ELEVATORS" look just as smart and feel just as comfortable as any other fine shoes.

Write for FREE CATALOG today.

ELEVATORS®
HEIGHT-INCREASING SHOES
Brockton Footwear, Inc.
Dept. 5006G, Brockton 68, Mass.
Please send free catalog
Name _____
Street _____
City _____ State _____
CLIP AND MAIL COUPON NOW

MAGNIFYING READ THE PRINT 1/2 FRAME GLASSES

See SHARP and CLEAR for reading fine print and doing detail work, yet get regular non-magnified vision over top of lenses. Polished ground lenses. For folks over 40 without astigmatism or eye disease who simply need magnifying lenses. $3.98 includes case. Add 25c postage. State age.

NEL-KING PRODUCTS, Department AMG-56D
811 Wyandotte Street, Kansas City, Mo. 64105

OPPORTUNITIES FOR YOU
For ad rates, write PCD
1085 Walnut
Des Plaines, Illinois

SALESMEN WANTED *(MB- June-July'66)*

SELL ADVERTISING BOOK Matches. Write us today; we put you in business By Return Mail, handling complete line Ad Book Matches in demand by every business right in your town! No investment; everything furnished Free! Top commissions daily: Superior Match, Dept. Z-666, 7530 S. Greenwood, Chicago 19, Ill.

EARN BIG WEEKLY Commissions soliciting delinquent accounts. No collecting or investment required. Metropolitan, 1129 West 41st, Kansas City, Mo.

PERSONAL

FREE DETAILS SOLUTION to all financial problems. Amazing results. Loans available. Write Financial Consultants, 28 E. Jackson, Suite 1204-MB, Chicago 4.

ALL BRAND NAME latex products. Write for free confidential wholesale price list. Distributor Sales, Dept. 3565, 3000 Truman, Kansas City, Mo. 64127.

EMPLOYMENT INFORMATION

FOREIGN EMPLOYMENT. CONSTRUCTION, other work projects. Good paying overseas jobs with extras, travel expenses. Write only: Manager, Foreign Service Bureau, Bradenton Beach, Florida.

MUSIC & MUSICAL INSTRUMENTS

SONGPOEMS WANTED FOR musical setting. Free examination. Get "the Nashville Sound" in your songs and records. Send Poems: Music City Songcrafters, 6145-AE, Acklen Station, Nashville, Tennessee 37212.

LOANS BY MAIL

BORROW $1,233 AIRMAIL! Repay $54 for twenty-nine months. State licensed. Postal Finance, Dept. 62-K, Kansas City, Kansas 66117.

MISCELLANEOUS

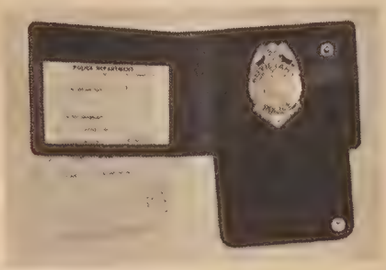
AMAZING NEW INVENTION. Electronic prospector locates buried gold, silver, coins, treasures. Free information. Sensitronix, 2225-R Lou Ellen, Houston 18, Texas.

HYPNOTISM

HYPNOTISM REVEALED! FREE Illustrated Details. Powers, 8721 Sunset, Hollywood, California 90069.

BOOKS

BOOKS—EXCITING, UNIQUE, unusual. Free catalog. Evco, Box 888J, Burbank, Calif.



POLICE WALLET. Top grain cowhide billfold Badge holder with protective suede-lined flap, can be snapped closed. I.D. section contains special police department identification card with spaces for vital statistics. No. 447 $3.95 ppd. Big Three Enter. Inc. 1109 Sixth Ave, New York, N.Y. 10036

SMILE! Now dingy teeth can be radiant white with Wyten, a "Dental Cosmetic" that covers stains, blemishes and even gold fillings. Safe and harmless for natural as well as false teeth. Just brush on! $1.98 for 3-4 months supply. Nu-Find, Dept. AM-5 Box 205 Church St. Sta., N.Y. 8.

LURE FISH BY SMELL

Getzem

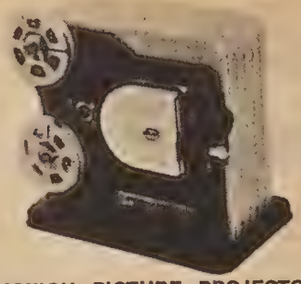
NEW GETZEM is fortified with QUMOX hormone attractant and concentrated food odors fish love. One tube catches dozens of fish. Not an oil that stays on surface. Instead, it disperses, penetrates deep into water. Legal in every state. Only $1.25 per tube (3 for $2.95). Six flavors. Indicate choice: Trout. Cat. Carp. Other fresh water. Salmon. Other salt water. 30-day money-back guarantee. Postpaid except C.O.D.'s.

NEW! **NORKIN LABORATORIES, Dept. AMG-56N**
809 Wyandotte, Kansas City, Mo.

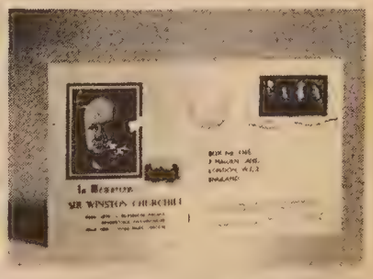
You can draw the line between LIFE

and DEATH

Auto seat belts can save you, or your children, from death or injury. They *could* save 5000 lives each year—if *everyone* used them. You wouldn't deny your family medicine if *disease* threatened. Give them the protection of *seat belts*—without delay!



8 MM MOTION PICTURE PROJECTOR. Fully electric for standard 8MM movies, black and white or color. Runs on flashlight batteries. Sturdy, safe, easy to operate. Amazing performance. Complete with carrying case and screen. Guaranteed. $9.97 Honor House Pros. Corp. Dept. 136 PJ 10, Lynbrook, NY

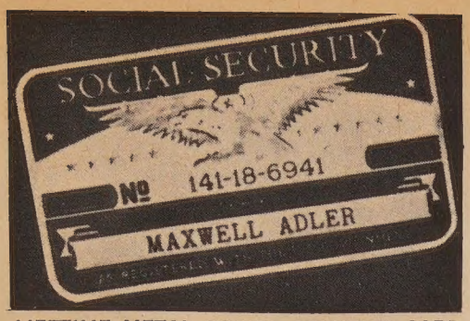


CHURCHILL MEMORIAL COVER. Scarce envelope bears portrait and autograph. Postmarked with day-of-death cancellation, London, SW1—post office servicing Parliament and official residence of Prime Ministers. Valuable Churchill New Issue stamps included plus complete set of England's 42 Kings & Queens! 25¢ ppd. Kenmore C-902 Milford, New Hampshire

---

GRENADE LIGHTER, combat-size, built to exact specifications in dimension, weight and balance of heavy silver-tone metal. Pull pin—presto!—it seemingly explodes into a flame for your cigarette. It's 4¾" high and weighs ¾ lb. Just $3.98 ppd. Big Three Enterprises, Inc. Dept. RS, 1109 Sixth Ave., New York 36.

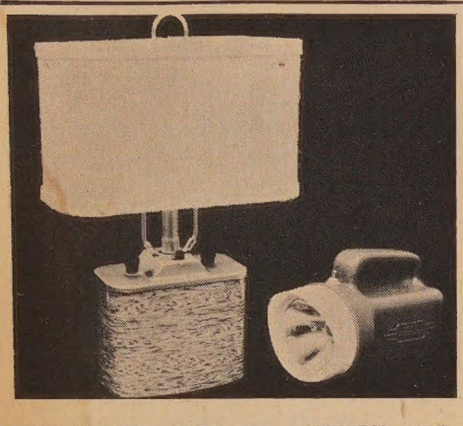
GIANT TALKING CLOWN. 42" tall. Simply pull magic sound transcription—he talks! Toss, wobble, or sway him—lands right back on his big feet. Colorful one piece quality latex, easily inflatable. Thrill for youngsters. Mother Hubbard, Dept. T-4, 183 Essex St, Boston, Mass. 02111.



LIFETIME METAL SOCIAL SECURITY CARD . . . RESISTS DESTRUCTION—cannot be harmed by fire, water, oils, etc.! Wafer thin, 4-color, solid aluminum. Wallet sized 3½" x 2" . . . engraved with your social security number and full name. Provides positive, permanent identification at all times. Specify number & name. Big Three Enter. Dept. SS 1109 Sixth Ave, N.Y., N.Y. 10036

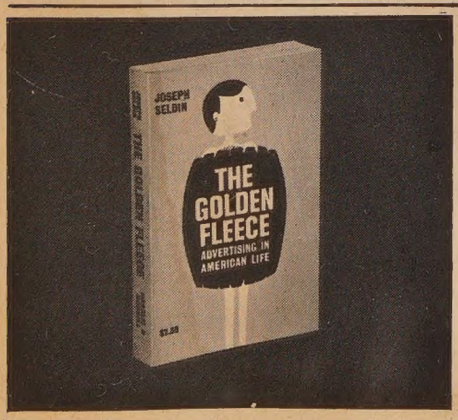
☐ **1 SS Card** **$1.00**

☐ **3 SS Cards** **$2.79**



TRAILBLAZER COMPACT LANTERN High-powered weatherproof, lightweight, and it floats. Throws beam ¼ mile. Won't break, dent, rust or corrode. Unbreakable lens, push button switch, easy loading. Perfect for Campers, Sportsmen, Farmers, in the car, everywhere. Low price $2.75 (without battery, includes bulb).

PORTALAMP Dependable lighting, without wires or gas. Excellent for boats, camps, trailers, outdoor patio, etc. Great during power failures. Attractive wood grained jacket fits around battery. Handy ring at top for carrying. Uses twin pack and volt battery, good for 100 hours. Height 14½". Complete with shade, battery and bulb, only $9.95 ppd. Porta Lamp & Lantern $11.15 ppd. Sam Richards, Traders Bentam, Conn. 06750



INSIDER'S EXPOSE of Madison Avenue shenanigans, foolish contests, "science", packaging and everything else that goes into the Big Sell. Discussed with devastating wit. When you stop laughing you'll be a wiser consumer. Send $2.75 to Harmon Associates, Harmon, N. Y. 10520 for this eye-opener.

DINGY TEETH *made* RADIANT WHITE

Like a movie-star smile in 3 minutes with wonderful new cosmetic enamel!

Are you smile shy because of discolored, dull and unattractive teeth? Then try **WYTEN** a marvelous new "Dental Cosmetic" for an attractive new glamorous look. Just brush on and in seconds you transform discolored, yellow and dingy teeth into a sparkling white finish that appears so pearl-like and natural. **WYTEN** is used by thousands of smart women and theatrical folks to cover up stains, blemishes and even gold fillings. Dental formula is completely safe and harmless for natural as well as false teeth. **SEND NO MONEY.** Just send name and address. Pay postman on delivery $1.98 plus postage for a 3-4 months supply. Or send only $1.98 with order and we pay postage. **MONEY BACK GUARANTEED** if not completely delighted.

NU-FIND PRODUCTS CO., Dept. 798 P. O. Box 205 Church St. Station, N.Y.C. 8, N.Y.

Pi Peer® **BACK-EASER®**

$5.95 plus 25c postage

Instant Backache Relief for Sacroiliac Strains

Patented

For men and women. Makes you appear inches slimmer, improves posture, helps relieve tensed sacroiliac nerves. Strong, form-fitting, washable. Snap front. Encircling pull straps for easy adjustment and instant relief. Large foam rubber pad holds, massages back — stimulates circulation. Prescribed by doctors. No fitting. Send hip measurement.

Piper Brace Co., Dept. AMG-56B 811 Wyandotte Kansas City, Mo. 64105

KEEP DRY
THE MASCULINE WAY

$5.95 Plus 25c Postage with 3 snap-in washable absorbent pads

Patent Pending

Pi Peer® **MALE-DRI® SUPPORT**

Here's the easy, sanitary way to stop the embarrassment of wet garments and bedding. Wear MALE-DRI, the day-and-night support that gives you constant protection and confidence. High-quality elastic belt, wet-proof pouch. Quality absorbent reusable cotton pad snaps in—removes easily for laundering. **IDEAL FOR POST-OPERATIVE COMFORT, TOO.** Guaranteed satisfaction or money back if returned postpaid in 30 days. MALE-DRI comes to you in plain envelope. Send measure around waist. **PIPER BRACE CO., Dept. AMG-56M 811 Wyandotte Street • Kansas City, Mo.**

STOP STOOPING!

with amazing, new

Pi Peer® **Shoulder Brace**

From this . . . to this in 20 seconds

Corrects posture instantly, comfortably. Provides even distributed support for sagging shoulders. Improves appearance, gives you a wonderful new feeling of confidence. No fitting. Made of highest quality ventilated-for-comfort 3-ply cushioned material. Arm bands softly padded. **FOR MEN AND WOMEN.** Can't be detected under light clothing. Give measurement around chest. Only $4.95. Sent postpaid except on COD's. Money-back guarantee if returned postpaid in 30 days.

PIPER BRACE CO., Dept AMG-56H 811 Wyandotte, Kansas City, Mo.

U. S. Government Booklet:

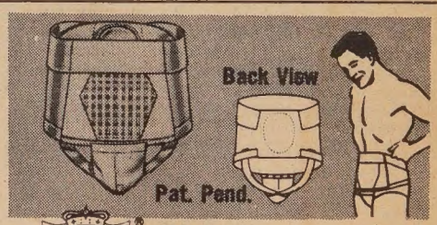
"HEARING LOSS —HOPE THROUGH RESEARCH"

Get this Booklet FREE!

If you are looking for straight facts on your hearing loss and what can be done to correct it, send for this FREE, illustrated easy-to-read booklet today!

Called "HEARING LOSS—Hope through Research," it is offered FREE by Beltone, but contains no "sales talk" for Beltone or any one else. This completely un-biased, authoritative report published by the U.S. Government tells what *causes* hearing loss and explains the different kinds of hearing loss. It tells you how to select a hearing aid; when ear surgery is indicated—and what you can expect from it. Best of all, it reveals where you can get help on *your* hearing problem.

Beltone will send you a copy *absolutely free* and without obligation. Mail your name and address to Beltone Electronics, Dept. 4-961, 4201 W. Victoria St., Chicago, Illinois 60646.



Pi Peer® **SLIM-master®**

for that slim youthful look

Takes years off your figure in seconds! Pulls stomach up and in. Wide, no-roll abdominal panel. Flat, foam rubber back pad supports back, eases minor aches & pains of backstrain. Unique design prevents riding or slipping. Cool mesh detachable pouch. An amazing value at $5.95. Send waist size. Guaranteed to slim your appearance or money back if returned postpaid within 30 days. Add 25c postage. **PIPER BRACE, Department AMG-56A 811 Wyandotte, Kansas City, Mo.**

NEED MONEY?

Cash you want

$39.65 MONTHLY REPAYS $1000

Amount Of Loan	Number Of Monthly Payments	Monthly Payment
$ 100	30	$ 4.77
$ 300	30	$14.33
$ 500	30	$23.55
$ 800	36	$32.27
$1000	36	$39.65

It's easy to borrow by mail. If you are steadily employed, you can borrow up to $1000 on your signature only. No endorsers, no time off from work, no personal interviews. Handled entirely by mail in strict confidence. Details mailed in plain envelope.

AMERICAN LOAN PLAN, Dept. EA-186
City National Bldg., Omaha 2, Nebr. 68102

Name _____ Age ____

Address _____

City _____ State _____ Zip Code ____

Occupation _____ AMOUNT NEEDED $ _____

JIM GRAHAM, Box 275, Summit City, Calif., will sell Railroad Magazine 4/32 to 12/45, good cond.

GEO. GREGORY, 523 N. Monroe, Traverse City, Mich. 49684, will sell "Rails Around Gold Hill," mint cond.; also Quincy & Torch Lake 3-inch-gage harp switch stand.

PRENTICE GUDGEN, Jr., 417 W. Adams St., Pittsburg, Kan. 66762, wants Colo., Kan., and Nev. railroadiana.

TOM HARPER, 6066 Reinhart St., Philadelphia, Pa. 19142, buys pre-'55 pix PRR, B&O, PRSL, RDG in Phila.-Camden area.

JIM HATFIELD, 728 N. Prospect, Kansas City, Mo. 64120, buys CSPM&O frt. trainmen's badges. (SSE).

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, trades or sells on approval orig. 35mm Kodachrome slides diesels in his area.

BOB HESS, RD 5, Box 80, Flemington, N.J. 08822, sells 8x10 pix LV '05-'20. List 25¢.

G. L. HODGKINSON, 2509 S.E. Yamhill St., Portland, Ore. 97214, buys Portland trolley and interurban pix, tickets, tts., transfers.

S. HOFFMAN, 10801 Stevens Rd., Philadelphia, Pa. 19116, will sell '41 PRR rulebook, also '49 PRSL emp. tt.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 steam pix B&O, WM, DM&IR, NP, etc. List 10¢.

BILL JERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46805, sells size 616 and larger SP steam negs.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells back issues Railroad Magazine, Trains, R&LHS Bulletins, Model RRer, RMC. Buys collections in good cond.

FRANK JUR, 4823 W. 23 St., Cicero, Ill. 60650, trades emp. tts. and train orders. (SSE).

C. P. KNOTH, 115-120 226th St., Cambria Heights, N.Y., will sell "S. Carolina RR." notes.

A. KOVACS, 500 S. Franklin St., Wilkes- Barre, Pa. 18702, buys steam slides and negs., any size, CNJ, RDG, LNE, O&W, DL&W, D&H, Erie.

JOHN LAWRENCE, 9306 Farley Lane, Shawnee Mission, Kan. 66212, will buy, borrow, or trade info. and pix of Juneston & Shenandoah RR., built in 1882.

JOE LEGER, 1732 Washington St., San Francisco, Calif. 94109, buys Western railroadiana and elec. items.

WALT LOCKE, 1784 N.W. 32nd St., Miami, Fla. 33142, trades an dsells railroadiana, FEC pass. tkts. List 10¢.

M. LOESER, 7427 S. Oglesby, Chicago, Ill. 60649, sells CNS&M railroadiana, Off. Guides. (SSE).

FRED LYON, 621 Beethoven St., Kirkwood, Mo. 63122, wants pix MKT steam and diesels for a book.

BOB and DAVE MALYMEIK, 16175 Woodingham Dr., Detroit, Mich. 48221, want free train pix and booklets.

R. N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, will buy pix RDG stations at Maiden Creek, Virginville, Lenhartsville, Lynnport, Tripoli, Germansville, Best.

PAUL MARTIN, 14648 Prospect St., Dearborn, Mich. 48126, trades CN, GN emp. tts. for northern Minn., Mich., emp. tts.

DON McQUEEN, 38 Lloyd Manor Crescent, London, Ont., Canada, will trade 6-page Railroad Magazine index '60-'64 for 4-8-4 or 4-8-2 data, anecdotes, pix, slides.

BOB McVAY, Box 625, King City, Calif. 93930, will trade CERA Bull. 104 for 103, Interurban Spl. 23 for 18, Off. Guide 2/45 for 2/55. Buys PE railroadiana. (SSE).

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, will sell 6 cartons Twin Cities daily newspaper clippings, '30-'66, on rrs. Make offer.

ARCH MILLER, Jr., 7 Maple St., Fairchance, Pa. 15436, will buy coal tender and trucks for 50-ton 1914 Porter 0-6-0.

FRANK MOORE, 760 Catawaba Rd., Charleston, S.C., buys 35mm b&w and color slides, pix, negs. SAL, D&S, SOU, CofG, S&A, etc.

BILL MOSHER, Box 133, East Northport, N.Y. 11731, sells LIRR pix, tts., patches, tkts., train orders. (SSE).

SSgt. CARL MUNCK, Box 99, CMR-1, APO, Seattle, Wash. 98737, sells steam and diesel pix, size 616 to 8x10, of NYC, PRR, Erie, D&H, DL&W, B&O, RDG, etc. List 20¢.

BOB OLSEN, 163 South St., Hingham, Mass. 02043, will buy swinging mount for 12-inch bell.

DICK PAIGE, 715 Meridan St. Ext., Groton, Conn., wants rr. color postcards and names of other collectors.

C. G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm dupl. slides steam, diesel, trolley. Sample 25¢.

R. PEDLER, 2125 Maffett, Muskegon, Mich., will sell one copy of David Morgan's book, "Steam's Finest Hour," other railroadiana. (SSE).

GREG PULIS, 48 Church St., Ramsey, N.J. 07446, wants WW&F and Sandy River tts., pix, negs., etc.

VIC RAWSTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, trades switchmen's lanterns, switch keys and locks.

C. RIGHTER, 167 Barriolhet Ave., San Mateo, Calif. 94401, sells Market St. RR certificates, etc. (SSE).

DON ROSS, 1219 N. Windomere, Dallas, Texas 75208, sells rr. and traction pix. Either list and sample 50¢; both lists and sample 75c.

S. SCHWEDLER, 1544 E. Cypress St., Phoenix, Ariz. 85006, sells ½-inch scale plans D&RGW, C&S, SP, n.g. equip. List 10¢.

AL SHADE, 9831 Aldridge Dr., Columbia Sta., O. 44028, sells color slides of postcards showing city, interurban trolleys, 1900-'29. List, sample 50¢.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn., wants tts., tourist guides, pass. train bklts., other railroadiana. Will sell Railroad Magazine '30-'64, Off. Guides '60-'65. (SSE).

DICK SHIDELER, Rte. 3, Box 120, Manteca, Calif. 95336, wants sizes 120 nd 116 negs. GM&O, DM&IR, T&P, MEC, SP&S, AT&SF, all rrs. Baldwins.

HARTLAND SMITH, Box 452, Birmingham, Mich., buys and sells new and used 8mm b&w steam, juice movies. List free.

JOE STAUBER, 709 W. Arnold, Marshfield, Wis. 54449, sells 35mm color slides of Soo, GB&W, etc., on approval.

J. A. STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, sells Off. Guides '36-'37.

JIM TANDY, Box 35, Carrollton, Ky. 41008, sells Lionel Catalogs '38-'65, AF catalogs '41-'64, Kalmbach Trains Albums.

F. W. TRITTENBACH (Rdg. condr.), 661 Chestnut St., Emmaus, Pa. 18049, buys size 616 negs. Mack, GE railcars, steam. Sells 38 3½x5½ pix CNJ-LV wreck at Laurel Run.

HOWARD TURK, 58 Lake Ave., Lancaster, N.Y. 14086, wants pix and info. on NP, esp. loco 1830.

LES TUTTLE, Box 191, Rural Hall, N.C., trades p.c. size pix SOU steam for pix of park-size trains or SOU Also pass. diesels.

DON TYLER, Box 492, Gretna, Va., wants steam era N&W railroadiana and pix.

JIM VAITKUNAS, 21 Fernvcrest Dr., Cumberland, R.I. 02864, sells rr. passes, tickets, tts., baggage tags, Equip. Registers. (SSE).

SCOTT WAITE, 618 Church St., Huntingdon, Pa. 16652, sells tts., Railroad Magazine, Trans, RMC, Mdl. RRer, excellent cond. Trades for PRR tts., pix, Pennsy mag. List 10¢.

CHARD WALKER, Summit, Calif. 92387, wants pix for Calif. Sou. RR museum calendars. SSE before sending pix.

BOB WILT, 2875 Easton Ave., Bethlehem, Pa. 18017, trades Ektachrome slides CNJ, EL, RDG, LV, B&O for those of SP diesels.

R. WRIGHT, Room 446, Arcade, Cleveland, O. 44114, will sell NYC loco diagram book.

TED WURM, 122 Monte Vista, Oakland, Calif. 94611, sells books, mags., pix, negs., slides, SP annual reports, Key System emblems. (SSE).

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J., buys negs. FT's on LV, B&M, RDG, B&O, Erie, DL&W, EL, NYO&W, NYC.

DEAN ARNOLD, 900 Dryden Road, Ithaca, N.Y. 14850, wants emp. tts of LV, DL&W, Erie, E-L, PRR in New York State. Give price, details, condition.

THOMAS CHAMBERLAND, 323 Chemung St., Sayre, Pa. 18840, will buy or swap tts and passes. Has other material to sell, including LV loco drawings of 1890-1920 era.

JOE SLAYTON, 501 Devon Rd., Moorestown, N.J. 08057, wants to buy pix of Pennsy steam locos 4001, 1444, and 1733.

CHUCK DOUBROUGH, 96 Barons Ave., S. Hamilton, Ont., Canada, wants to buy GTR railroadiana; a Railroad Encyclopedia or will trade 1922 Official Guide for same.

ED GARDNER, 22 Garden Ave., Mountain Top, Pa. 18707, saves suburban tts of major systems, trolley, short lines, steamboats. Send for list of pub. tts. he'll trade (mostly 1940s). Send your list.

WILBUR T. GOLSON, 5465 Washington Ave., Baton Rouge, La. 70806, sells photos of southern steam, diesels, street cars; std and ng; bldrs and action photos: 3½x5½, 5x7, 8x10. Send 25¢ for list and sample.

BOB GREENAWALT, 3634 Rosemead Blvd., Rosemead, Calif. 91770, seeks old Virginia & Truckee stock certificates, plenty of rr stocks and bonds to swap.

F. H. KEYS, 873 East Confederate Ave. S.E., Atlanta, Ga. 30316, wants copy "Pioneer Indiana Railroad" by Frank F. Hargrave (1932) on building of the Monon RR.

JAY LENTZNER, Box 450, Rte. 1, East Troy, Wis. 53120, buys pix, info. on Madison (Wis.) St. Rys. and MR and RMC issues with plans of TMER&L cars.

DAVID LUSTIG, 6708 Mammoth Ave., Van Nuys, Calif. wants any size negs. of CB diesels (especially GP4 No. 307), also SF GP7 boosters and RSD5's.

W. E. McMILLEN, 10370 S.W. 38th Terr., Miami, Fla. sells steam pix: NKP, WAB, SR. List 10¢; sells Kodachrome slide dups of steam NKP. B-60 sample 35¢.

RICK MOUNT, 71 Crest Cir., Matawan, N.J. 07747, wants slides and negs. of steam on CNJ and PRR (NY&LB).

RON MULDOWNEY, 12 W. Craig St., Basking Ridge, N.J. 07920, wants any size pix of PRR 6988, N&W 2160, NY&NE 38, NKP 738, SP 3261 and C&O 1656.

GEORGE SCHRODER, 78-14 160 St., Flushing, N.Y. 11366, selling metal rapid transit signs, fare registers, badges, builders plates, hardware, PRR, LIRR, NYC tts. Railroad Magazine and Trains; free list. Wants: CERA Bulls, railroad and trolley passes, tickets, transfers.

AL SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, sells steam loco and trolley car pix and b&c slides (reproduced from post cards) of the 1900-29 era. 187 trolley and interurbans, 150 steam from 0-4-0 thru 4-6-2. List and sample of either 25¢.

NEIL SHANKWEILER, 185 Old Orchard Rd., Chalfont, Pa. 18914, buys or trades ALCO, BLW, BLHW, FM diesels, esp. Chicago-St. Louis area and the South.

DAVID STEINBERG, 606 Orr St., Chattanooga, Tenn., seeks Chattanooga St. Ry. tts. and other operating documents. Buy or trade.

JOHN STUBBLEFIELD, 924 E. Johns, Decatur, Ill. 62521, will trade original 35mm color rr slides, diesel only.

OSCAR YAECHE, 2924 S. 46th St., Milwaukee, Wis. 53219, sells 7x9 b/w glossy prints of wrecks: U.S., foreign, steam, diesel, electric also clippings. State rr, dates and places, quote price.

Model Trading Post

CHAS. BECK, RD. 1, Box 529, Macungie, Pa. 18062, wants Ives, Lionel, and Dorfan std-gage locos, cars, track.

F. A. DESANTIS, Westwind Rd., RD. 1, Delanson, N.Y., sells 1½-inch scale trucks, couplers, truck parts, car ends, etc.

BOB HESS, RD. 5, Box 80, Flemington, N.J. 08822, buys pre-'14 Bing, Maerklin, and Ives signals and accessories.

DAVE KENYON, 55 Adams St., Lynn, Mass. 01901, wants Lionel 2329, 2359, 2625, 2627, 2628, 2352, 2350, mint cond.

J. LAUGHLIN, Blanding Rd., Rehoboth, Mass., sells 3½"-24"-gage pass.-carrying trains. Pix, details $1.

ROY LOWDEN, 947 N. Orange Ave., Azusa, Calif. 91702, wants all gages mdl. trains.

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, wants S and O gage tinplate deluxe pass. train sets.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will sell Lionel 4257, 6464-25, 6050, 47.

HOWARD TURK, 58 Lake Ave., Lancaster, N.Y. 14086, will sell HO Athearn Pacific, 25 cars, 9" turntable.

BOB NILGES, 721 E. Broad St., Elyria, Ohio 44035, wants Lionel O gage "Silver Platter" passenger cars, and 4671W electric tender.

Pen Pals Wanted

ROGER KINGSHOTT, 4 Park Ave., Keyworth, Nottingham, England.

DAVE BRONSON, 2445 Clayward Drive, Flint, Mich. 48506.

LINDA VERAMONTES (age 16), and sister Laura (age 14), 232 S. Patterson, Wellington, Kan.

DIANA REYES, (age 16), P.O. Box 624, Miami, Okla.

KAREN BROCKWAY, 122 Summer St., West Burlington, Iowa.

PATTY EDWARDS (age 16), and sister Peggy (age 13), 18 W. Mill St., New Castle, Pa.

LINDA HOFFMEYER (age 15), 4636 E. Laketon Ave., Muskegon, Mich.

L/Cpl ROBERT TRACY, 2058294, USMC, 3rd Btn., 19th Mar., India Btry, FPO San Francisco, Calif. 96601.

Pfc DON P. DICKERSON, 2079898, USMC 3rd Btn., 19th Mar., India Btry., FPO San Francisco, Calif. 96601.

SANDI STOVER (age 15), Rte. 1, Buffalo, West Virginia.

MICHELE WILKOWSKI (age 15), and sister Mary (age 17), 4037 S. Maplewood Ave., Chicago, Ill.

H. MAHON SCOTT (age 20), Rte. 2, Box 13, Bartlesville, Okla.

NANCY THORNTON (age 15), Rte. 1, Buffalo, West Virginia.

3 COMPLETE FISHING OUTFITS
NATIONALLY ADVERTISED 1966 MODELS
2 LOADED TACKLE BOXES • 41 DEADLY LURES
411 Pcs.

FREE! If you order NOW! 2 LEAKPROOF FLOATING TACKLE BOXES

3 EXPERTLY BALANCED RODS AND REELS

SMOOTH POWERFUL — ARGOSY DIRECT DRIVE TROLLING REEL

9 ft. 3 section BAMBOO ROD

28 pc. POPPING LURE SET

POWER ACTION BLACK MAGIC FIBRE-GLASS RODS

STRONGER THAN STEEL OR BAMBOO

MARK IV LEVELWIND CASTING REEL

SELECT QUALITY MONOFILAMENT LINE

FISH KNIFE with SHEATH

5 pc. DROPLINE FISHING OUTFIT

DIP NET

NEW! SUPER "88" AUTOMATIC DUAL DRAG SPINCAST REEL

PUSH BUTTON • CASTING ANTI REVERSE NO BACKLASH

4 FAMOUS TROUT FLIES

NEW!

25 NATURAL BAIT LURES
SURE SHOT ACTION WITH SHRIMP, MINNOWS, GRASSHOPPERS, MAYFLIES, BUMBLEBEES, CRICKETS, LEECHES.

STAR DRAG Found only on best reels

EACH ROD BALANCED TO PERFECTION

FIELD TESTED LURES
Proven the Deadliest Dozen Yet

FAMOUS CRAFTY LURES
SELECTED FROM WORLDS MOST POPULAR ALL TIME FAVORITES

GET ACQUAINTED OFFER

$12.95 DELUXE MODEL

COMPLETE! NOTHING ELSE TO BUY!

SELECTED FOR YOU BY EXPERTS. This choice fish-getting tackle, used by experts, contains nationally famous brands. Each item carefully chosen—everything you need for all types of fishing. Deadly lures that are all time favorites. A veteran angler or an occasional fisherman can be proud of this precision-built kit. You can go fishing at once. Compare! You will not find a bargain like this anywhere.

LOOK! YOU GET EVERYTHING SHOWN. Super "88" Spincast Reel • Comet X3C Bait Cast Reel • Argosy Direct Drive Trolling Reel • 5 ft. 2 pc. Fiber Glass Spin Cast Rod • 4 ft. Fiber Glass Bait Cast Rod • 3½ ft. Fiber Glass Trolling Rod • 9 ft. 3 section Bamboo Pole and 25 ft. Bank Line • 41 proven Deadly Lures • 5 pc. Furnished Line • 2 Floating Tackle Boxes with removable trays • Fish Knife and Sheath • 28 pc. Popping Lure Kit • Dip Net, Stringer, Split Shot, Clincher Sinkers, Snap Swivels, Assorted Hooks, Snelled Hooks, Cork Bobbers, Popper Corks, and complete instructions. 411 pieces in all.

NIRESK DISCOUNT SALES A DIVISION OF NIRESK IND. **CHICAGO 6**

MONEY BACK GUARANTEE!

NIRESK DISCOUNT SALES DEPT. FA-67
CHICAGO, ILLINOIS 60606

ORDER TODAY! If you're not 100% pleased we'll refund your full purchase price promptly.

YOU KEEP 2 FREE TACKLE BOXES REGARDLESS!

Please rush_____411 pcs. 3 Complete Fishing Sets

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

☐ I enclose $12.95 plus $1.00 for postage & handling.
☐ Ship C.O.D. I will pay C.O.D. charges & postage.

To Canada: $14.95 including Postage & Duty

WILL YOU WORK SATURDAY MORNINGS for $5.00 to $20.00 EXTRA?

THIS SPARE TIME SHOE BUSINESS CAN MAKE BIG MONEY FOR YOU...

DON'T invest a cent. We give you a FREE SELLING OUTFIT!

It's just like having an EXTRA payday *every week* . . . just for showing friends, relatives and neighbors how they'll "*walk on air*" in Mason comfort shoes! Many a man sells 2, 3, 4 or 6 pairs of Mason shoes on Saturday morning alone—and makes himself as much as $5 to $20 or more extra for 2 or 3 hours of his time. *You keep all of your profit!* We furnish you a FREE selling outfit containing everything you need to start making money right away. We carry the stock for you and ship the shoes for you—your profit is clear! You never invest a cent. And think what you'll save on your own shoes, too!

Here's Why You'll Make Money!

You'll take orders for over 275 different shoe styles for dress, sport or work, for men and women—a far greater selection than any neighborhood store can possibly stock. And you can fit almost anyone! You'll draw from our 300,000-pair stock with sizes ranging from 2½ to 16, widths AAAA to EEEE! You'll feature exclusive Velvet-eez shoes with foamy-soft air-cushion innersoles that let you "walk on air." You show many other exclusive features . . . Ripple Sole Shoes, Oil-Resistant Work Shoes, Magic Shu-Lok Shoes, colorful styles for women —a line that's far beyond the reach of any store. That's why EVERYBODY is your prospect. And because Mason Shoes are never sold through stores, folks must buy from you!

Sales Equipment Absolutely FREE

Fill out and mail coupon below. We'll rush you your FREE selling outfit. Kit features 275 fast-selling shoe styles, plus foolproof measuring equipment—and "How To Make Extra Money" booklet. Send no money now or later. You get everything you need to start. Rush coupon for your FREE selling outfit . . . have an EXTRA payday next Saturday! Act today!

MASON SHOE MFG. CO.
Dept. G-58
Chippewa Falls, Wisconsin

RUSH STARTING OUTFIT

MR. VICTOR MASON
Mason Shoe Mfg. Company, Dept. G-58 Chippewa Falls, Wisc.

Dear Victor: Please rush FREE and postpaid my Starting Shoe Business Outfit with EVERYTHING I need to start making extra cash Saturday mornings.

Name_____
(PLEASE PRINT)

Address_____

Town_____ State_____